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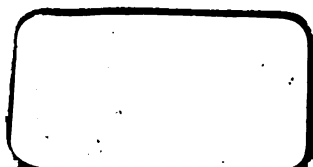
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TO THE

EXECUTIVE DOCUMENTS

OF THE

HOUSE OF REPRESENTATIVES

FOR THE

SECOND SESSION OF THE FORTY-SEVENTH CONGRESS,

1882-'83.

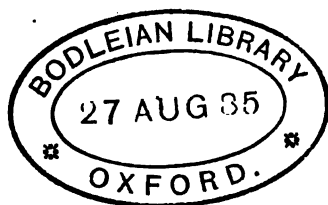
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OF THE
UNITED STATES;
BEING PART OF
THE MESSAGE AND DOCUMENTS
COMMUNICATED TO THE
TWO HOUSES OF CONGRESS
AT THE
BEGINNING OF THE SECOND SESSION OF THE FORTY-SEVENTH CONGRESS.



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REPORT OF THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,

Washington, D. C., November 18, 1882.

SIR: I have the honor to submit herewith a report of the operations of this department for the fiscal year which ended on the 30th of June, 1882:

FINANCIAL STATEMENT.

| | |
|----------------------------------------------------------------------|-----------------|
| The total disbursements for postal service during the year were..... | \$40,482,021 23 |
| The ordinary receipts were..... | 41,515,642 80 |
| The receipts from money orders were..... | 360,767 35 |
| Total..... | 41,876,410 15 |
| Excess of receipts over expenditures was..... | 1,394,388 92 |

For the first time in thirty-one years the postal service is not a burden upon the Treasury.

In order to determine the real *cost* of the postal service for the past year, three important modifications of the foregoing figures should be made:

First. There should be deducted from the total disbursements the sum of \$442,386.48; which, though paid out during the last year, was for service rendered during previous years, and was an outstanding liability on the 30th of June, 1881.

Second. There should be added the sum of \$328,550.46, estimated to be due for service rendered during the last year, and which was an outstanding liability on the 30th of June last.

Third. There should also be added the sum of \$1,178,174.05, earned by certain railway companies for transportation of the mails between the Missouri River and the Pacific. The earnings of those companies are not paid by the Post-Office Department; but, pursuant to the act of March 3, 1879, are passed to the credit of the several companies upon the books of the Treasury, and, therefore, have not been heretofore computed with the annual statement of disbursements. The account thus stated shows an excess of earnings of but \$330,050.89.

During the fiscal year which ended June 30, 1881, the expenditures for the postal service were \$39,251,736.46. The total revenues were \$36,785,397.97. The deficiency was \$2,466,338.49. In 1860 the deficiency was more than \$10,000,000.

Some part of this great improvement is due to the wonderful growth and prosperity of the country; but a larger part is due to the improved methods in the administration of the service.

During the fiscal year which ended June 30, 1877, the revenues were \$27,531,585.26. The expenditures were \$33,486,322.44.

The following table shows how steadily the revenues have increased year by year since that time:

| | |
|------------------------------------|-------------------|
| 1877 the postal revenues were..... | \$27, 531, 585 26 |
| 1878 the postal revenues were..... | 29, 277, 516 95 |
| 1879 the postal revenues were..... | 30, 041, 982 86 |
| 1880 the postal revenues were..... | 33, 315, 479 84 |
| 1881 the postal revenues were..... | 36, 785, 397 97 |
| 1882 the postal revenues were..... | 41, 876, 410 15 |

Happily the expenditures have not kept pace with these earnings. It would seem to be quite as easy to expend \$1.20 now to earn \$1 as it was in 1877. In one respect it would seem more natural to do so. The revenues are gathered from a broader field now than they were in 1877. The new territory is the most barren, and yields the most meager returns.

The heaviest item of expenditure is for the transportation of mails on railways. The next heaviest is that for the pay of postmasters. These two items do, and under existing laws must, swell with the volume of business, since the rate of compensation is proportioned to the amount of business done.

The expenditure next in rank is that for what is known as

STAR SERVICE.

That includes all mail transportation not on railways nor on steamboats. The amount and cost of that service is left almost wholly to the arbitrary control of the department.

The following table exhibits in parallel columns the number of miles of such transportation furnished annually, and the cost for each year since 1876:

| Year. | Annual miles of transportation. | Cost. |
|-----------|---------------------------------|---------------|
| 1877..... | 57, 956, 303 | \$5, 863, 976 |
| 1878..... | 61, 435, 682 | 5, 714, 943 |
| 1879..... | 69, 124, 339 | 6, 401, 830 |
| 1880..... | 76, 070, 945 | 7, 321, 499 |
| 1881..... | 79, 557, 296 | 8, 957, 355 |
| 1882..... | 76, 924, 987 | 8, 558, 649 |

The estimates for 1884 promise financial results still more flattering than those realized during the last fiscal year. Those estimates are as follows:

ESTIMATES FOR 1884.

| | |
|---------------------------------------|-------------------|
| Ordinary revenues..... | \$50, 223, 927 78 |
| From money orders (net revenue) | 436, 528 49 |
| Total estimated revenue..... | 50, 670, 456 27 |
| Total expenditures estimated..... | 46, 741, 111 25 |
| Estimated excess of revenue | 3, 929, 345 02 |

In the appendix to this report, on pages 7-16, will be found the estimates submitted by the First Assistant Postmaster-General of the appropriations required for the use of his office for the next fiscal year, together with his explanation of the same.

The estimate for the

COMPENSATION OF POSTMASTERS

is largely in excess of the sum appropriated or asked for the same purpose during the current year. The reason assigned for that is that the sum appropriated for the current year is wholly inadequate. That is obvious. The sum was not equal to the compensation of postmasters for the past year. Of course it is yet more unequal to the pay of the postmasters for the current year, and still more inadequate to their pay for the next year.

Another reason quite as cogent may be stated: Whatever may be the sum put into the annual appropriation bills for the pay of postmasters, the fact remains that under existing laws that expenditure is not restricted by such bills. The pay of postmasters is limited, not by appropriation bills, but by fixed statutes; and to the extent of their legal compensation, the gross revenues of the postal service are not only appropriated but hypothecated to their payment.

Appropriations are necessary to get money out of the Treasury, but the salaries of postmasters never get into the Treasury. Postmasters collect the postal revenues, and they are authorized by law to deduct from the moneys in their hands their legal compensation. They account to the Treasury for the excess only. If not a dollar is appropriated in the annual bill, postmasters will receive their salaries all the same.

It seems hardly practicable, therefore, to effect much in the interest of economy by appropriating \$8,000,000 to pay postmasters, while we place \$40,000,000 in their hands out of which they may help themselves to the full extent of their legal dues.

From the report of the First Assistant Postmaster-General the following statistics are gleaned, which afford a partial view of the work performed under the direction of that officer:

POST-OFFICES ESTABLISHED AND POSTMASTERS APPOINTED.

| | |
|-----------------------------------------------------------------|----------------|
| Number of post-offices established during the year | 3, 168 |
| Number discontinued | 1, 447 |
| Increase | 1, 719 |
| Number in operation June 30, 1881 | 44, 512 |
| Number in operation June 30, 1882 | 46, 231 |
| Number filled under appointment by the President | 1, 951 |
| Number filled under appointment by the Postmaster-General | 44, 280 |
| Appointments were made during the year— | |
| On resignations and commissions expired | 7, 348 |
| On removals | 1, 021 |
| On changes of names and sites | 349 |
| On deaths of postmasters | 451 |
| On establishment of new post-offices | 2, 168 |
| Total appointments | 12, 348 |
| Number of cases acted upon during the year was | 14, 240 |

EMPLOYÉS IN THE POSTAL SERVICE.

The following table shows the number of employés in the Post-Office Department; also the number of postmasters, contractors, clerks in post-offices, railway post-office clerks, route-agents, and other officers in the service June 30, 1881, and June 30, 1882:

| [Officers and employés. | | June 30, 1881. | June 30, 1882. |
|-----------------------------------------------------------------|--------|-------------------|-------------------|
| DEPARTMENTAL OFFICERS AND EMPLOYÉS. | | | |
| Postmaster-General | 1 | 1 | 1 |
| Assistant Postmasters-General | 3 | 3 | 3 |
| Superintendent of money-order system | 1 | 1 | 1 |
| Superintendent of foreign mails | 1 | 1 | 1 |
| Superintendent of railway adjustment | 1 | 1 | 1 |
| Chief clerk of the Postmaster-General | 1 | 1 | 1 |
| Chiefs of divisions | 5 | 4 | 4 |
| Topographer for Post-Office Department | 1 | 1 | 1 |
| Disbursing officer and superintendent of building | 1 | 1 | 1 |
| Law clerk | 1 | 1 | 1 |
| Stenographer | 1 | 1 | 1 |
| Appointment clerk | 1 | 1 | 1 |
| Superintendent of blank agency | 1 | 1 | 1 |
| Chief clerks of bureaus | 5 | 5 | 5 |
| Clerks, messengers, watchmen, &c | 472 | 498 | 498 |
| | 496 | 521 | 521 |
| POSTMASTERS AND OTHER OFFICERS AND AGENTS. | | | |
| Postmasters | 44,512 | 46,231 | 46,231 |
| Contractors | 5,156 | 5,156 | 5,156 |
| Clerks in post-offices | 5,200 | 7,100 | 7,100 |
| Letter-carriers | 2,961 | 3,115 | 3,115 |
| Railway post-office clerks | 1,293 | 1,517 | 1,517 |
| Route-agents | 1,386 | 1,557 | 1,557 |
| Mail-route messengers | 322 | 334 | 334 |
| Local agents | 176 | 163 | 163 |
| Post-office inspectors and railway-mail-service superintendents | 77 | 84 | 84 |
| | 61,479 | 65,777 | 65,777 |

THE FREE-DELIVERY SYSTEM.

This system was in operation during the year in 112 of the principal cities of the country, and employed 3,115 carriers. The regular appropriation for this service was \$2,600,000; to which was added, by special appropriation, \$25,000 to meet an anticipated deficiency; making a total appropriation of \$2,625,000, an increase of \$125,000 over that of the previous year. The total cost of the service was \$2,623,262.74, leaving an unexpended balance of \$1,737.26. The increase of the cost of the service over that of the preceding year was \$123,351.20. This was owing principally to the appointment of additional carriers in cities where the service was already in operation, only three new cities having been added to the list during the year, viz, Augusta, Me.; Burlington, Vt., and Concord, N. H.

POSTAGE ON LOCAL MATTER.

The postage on local matter at the several free-delivery offices amounted to \$3,816,576.09; an increase over that of the preceding year of \$542,945.70; and also over the total cost of the service of \$1,193,316.45. This increase in postage on local matter was 16.50 per cent., while the increase in the cost of service was 4.93 per cent.

The average cost per piece for handling matter was 2.3 mills, a decrease of 0.1 mill as compared with last year. The average cost per carrier was \$835.75, a decrease of \$37.79.

This decrease was owing to the appointment of additional carriers (auxiliaries) at \$400 per annum, the appropriation being insufficient to employ carriers at a higher salary.

Aggregate result of free-delivery service for the fiscal year ended June 30, 1892.

| Statistics of free delivery. | Total. | Increase over last year. | Per cent. of increase. |
|------------------------------------------------------------------------|----------------|--------------------------------|------------------------------|
| Number of offices | 112 | 3 | 2.79 |
| Number of carriers | 3,115 | 254 | 8.88 |
| Mail letters delivered | 298,266,739 | 35,841,071 | 18.66 |
| Mail postal-cards delivered | 71,481,742 | 11,513,183 | 19.20 |
| Local letters delivered | 90,002,317 | 13,269,109 | 17.29 |
| Local postal-cards delivered | 50,923,724 | 7,025,568 | 16.04 |
| Registered letters delivered | 2,552,894 | 426,585 | 20.06 |
| Newspapers, &c., delivered | 160,794,706 | 14,377,592 | 9.82 |
| Letters collected | 308,352,819 | 23,592,874 | 8.28 |
| Postal-cards collected | 99,421,132 | 13,628,007 | 15.88 |
| Newspapers collected | 61,722,814 | 7,047,338 | 14.14 |
| Whole number of pieces handled | 1,143,518,887 | 127,321,325 | 12.53 |
| Pieces handled per carrier | 367,455 | 11,519 | 3.23 |
| Total cost of service, including pay of post-office inspectors | \$2,623,262.74 | \$123,351.20 | 4.83 |
| Average cost per piece in mills | 2.3 | 10.1 | 10.4 |
| Average cost per carrier* | \$835.75 | \$37.79 | 14.32 |
| Amount of postage on local matter | \$3,816,576.09 | \$542,945.70 | 16.58 |
| Excess of postage on local matter over the total cost of service | \$1,193,313.35 | \$419,594.50 | 54.23 |

* Based on the aggregate (\$2,617,574.56) paid carriers, including incidental expenses at the several offices, less \$5,668.18 paid post-office inspectors.

† Decrease.
‡ Increase. •

[For detailed statement of the operations of the service during the year, see table C, page 42.]

BIENNIAL ADJUSTMENT OF SALARIES OF POSTMASTERS.

During this year the regular biennial adjustment of 2,012 presidential postmasters' salaries was made; an increase of 248, or 14 per cent., as compared with the previous adjustment.

The returns, coming from all parts of the Union, show a very gratifying and general increase of business; and the sum necessary to pay the increased salaries of postmasters, including 335 special adjustments, amounts to \$563,400, or 18.14 per cent. more than last year.

BOX RENTS.

A system of recording the number of boxes rented at the first and second class offices has been inaugurated since the beginning of the present fiscal year. Heretofore the matter of renting boxes has been treated by postmasters with less importance than in my judgment it deserves. Under the present system, furnishing a receipt to each person who rents a box, a duplicate of which is kept by the postmaster as a stub in the book supplied for that purpose, a better service has been secured in this branch of the postal business.

LEASES.

Special attention of late having been given to securing suitable accommodations for the post-offices whose class entitles them to proper consideration, it is gratifying to state that, at many offices where the business has heretofore been conducted in buildings unsuitable, by reason of defective facilities, improper location, &c., suitable premises now have been secured, under leases, including in many instances complete outfits of boxes, furniture, fixtures, &c., at what are regarded as reasonable rentals.

ADDITIONAL FACILITIES FOR FOURTH-CLASS POST-OFFICES.

Provision having been made by Congress for supplying all post-offices, the gross receipts of which are less than fifty dollars per annum, with letter-balances, marking-stamps, ink, and pads, it is expected that more than 7,000 offices will be thus supplied during the present fiscal year; thereby enabling the postmasters at these offices to make up and dispatch mails with more accuracy and a greater saving to the government in the matter of cancellation of stamps.

I quite concur in the recommendation of the First Assistant Postmaster-General for the reformation and augmentation of that division of the service known as the Blank Agency.

REORGANIZATION OF THE BUREAU OF THE FIRST ASSISTANT POSTMASTER-GENERAL. •

Still more cordially do I recommend the suggestions of that officer as to the general reorganization of his office. Briefly stated, his argument is, that whenever a given amount of work is to be done it is wiser to employ the requisite force, place it under the control of one man, and hold him singly responsible for doing the work, than to divide the responsibility equally among the individual members of the corps.

The soundness of that argument is approved by reason; it is attested by the general practice of the government, and by the uniform observance of all great private enterprises.

PURCHASE OF STATIONERY.

I do not doubt that a substantial saving of expenditure would follow the adoption of the First Assistant Postmaster-General's suggestion, that all stationery to be used in first and second class offices should be purchased by his office and issued upon requisition, instead of being purchased as now by the several postmasters, and having their purchases audited in his office. Stationery required for the money-order business is now, in fact, purchased by the superintendent of that service, and issued to the several postmasters. It does not seem quite logical to employ two different methods for supplying the same office with a single article.

SALARIES OF AND ALLOWANCES TO POSTMASTERS.

The very able report of the First Assistant Postmaster-General calls attention to the great difficulty experienced in adjusting salaries to postmasters of the first three classes, and in making allowances for office expenses to those of the first two classes.

He does not exaggerate those difficulties. It may well be doubted if he could exaggerate them. It would be easy to frame a law more unjust than that under which the salaries of postmasters are now settled, but it is quite unnecessary to do so—the existing law is sufficiently unjust. But necessity herself, though admitted to be the mother of invention, could not invent a more cumbrous or complex method of adjusting salaries. Postmasters at the smallest offices are paid alike. Their pay is apportioned in part upon the revenues of their offices, and in part according to the labor performed in them. So far as revenue is derived from the rent of boxes, postmasters take the whole. So far as it is derived from the sale of “waste paper, dead newspapers, printed matter, and twine,” they receive 60 per cent. So far as it is derived from the sale of money orders, they receive one-third. So far as it is derived from the sale of stamps, envelopes, and postal cards, they receive nothing. They may sell thousands in value, but they get no share of the proceeds. If, however, they cancel a stamp on matter mailed at their offices, no matter where the stamp is sold, they get 60 per cent. of its value. If they pay a money order they receive a quarter of one per cent. of its amount.

This rule is sufficiently cumbrous, but sufficiently equal. Postmasters continue to be so paid until their sales and cancellations, exclusive of money orders, reach \$400 per year. At that point a new rule is introduced. They still get the whole of the box rents, they still get the same commission on the sale and payment of money orders; but, upon the proceeds from the sale of waste paper, dead newspapers, printed matter, and twine, and upon the cancellation of stamps, they get 50 per cent. instead of 60, on the excess over \$400.

This new rule controls until such sales and cancellations, exclusive of money orders, reach \$1,200 a year. Then a new rule obtains. It is difficult to see why, but thereafter, on the surplus received from the sales of waste paper, dead newspapers, printed matter, and twine, the postmaster receives not 60 per cent., nor 50 per cent., but 40 per cent., and the same percentage on the value of stamps canceled.

When, however, the box rents and these various commissions, exclusive of the money-order business, shall aggregate \$1,000, the office is advanced from the fourth to the third class. Then there is a new and most curious rule for compensation. Then the postmaster receives a salary in lieu of the box rents and commissions before assigned to him.

To determine the amount of the salary in a given case, a fund is set apart. That fund is composed of all the box rents, if the postmaster owns the boxes and the rents do not exceed \$1,350 per annum. It is

composed of two-thirds of the box rents, if the government owns the boxes and the rents do not exceed \$1,000. To those sums, respectively, is added commissions on all other postal revenues of the office in different proportions, to wit, 60 per cent. on the first, \$400, 50 per cent. on the next \$800, 40 per cent. on the next \$1,600, and 30 per cent. on the excess until the commissions amount to \$1,350.

That sum, so curiously compounded, does not constitute the salary of the postmaster, but out of it is dipped, so to speak, as many even hundreds of dollars as can be found. That is the salary for all postmasters, unless the gross revenues exceed \$4,000 per annum. When the revenues exceed \$4,000, the postmaster receives a percentage on the excess. That percentage constantly varies. It is one per cent. on all sums between \$4,000 and \$10,000. So often as the revenues double, the percentage is reduced one-tenth of 1 per cent. until the revenues reach the aggregate of \$1,200,000. On all revenues above that maximum the postmaster receives one-tenth of 1 per cent.; and still, when a salary reaches \$4,000, all these streams are turned off, except in the single case of the office at New York. There they continue to flow until the salary is swollen to \$8,000.

But these minute differences in the rate of compensation, which pervade all classes and distinguish one office from another in each class, are all dwarfed by that broad and fundamental difference which distinguishes the two highest from the two lowest classes.

The compensation of a postmaster in the third and fourth class is the equivalent allowed by law for administering his office. Every postmaster receiving less than \$2,000 per annum funds his own office, furnishes, warms, and lights it, does his own work, and buys his own stationery. But the moment his salary reaches \$2,000 the whole condition is changed. Then the office may be and usually is provided by the government; is furnished, warmed, and lighted by the government. His stationery and his clerks are paid for by the government. In possible, if not in actual cases, the salary is a mere sinecure, for which no service is rendered beyond signing official papers. Provision for these expenses, as is well known, is made by annual appropriations. The sums appropriated to these uses for the current year are as follows:

| | |
|-----------------------------|-------------|
| Clerks in post-offices..... | \$4,285,000 |
| Rent, fuel, and light..... | 450,000 |
| Office furniture..... | 20,000 |
| Stationery..... | 55,000 |

These large sums are distributed among the different post-offices entitled thereto, by a series of orders, allotting so much to one and so much to another. In theory these orders are made by the First Assistant Postmaster General; in practice they are made by a fourth-class clerk in the office of the First Assistant. No matter by whom made, this distribution will not be well made. Finite intelligence could not make a wise and just allotment of such a fund; infinite intelligence cannot be obtained for fourth-class clerks.

Postmasters are eager for large allowances. The most importunate are apt to be best served. They ask earliest and oftenest. They employ every kind of entreaty, and offer every sort of influence, personal and political. The clerk must act upon such a case as the postmaster presents. He has no means of rebutting it. It is not surprising, therefore, that the recent investigation by the First Assistant Postmaster-General resulted in a reduction at eight offices, amounting in the aggregate to \$54,530. It is not to be doubted that a broader inquiry would result in still larger reductions.

The following table will serve to illustrate some of the inequalities in such allowances:

List of eighteen of the principal post-offices, showing the revenue, salary, and allowances, and the relative cost of the postal service thereat.

| Office. | Allowances. | | | | | | Gross receipts (four quarters ended March 31, 1892). | Per cent. of gross receipts allowed for clerk hire. |
|--------------------|-------------|---------|-------|--------|----------|-------------|------------------------------------------------------|-----------------------------------------------------|
| | Salary. | Rent. | Fuel. | Light. | Clerks. | Stationery. | | |
| Denver, Colo. | \$3,200 | \$2,500 | \$270 | \$315 | \$21,124 | \$237 10 | \$708 65 | 15.4 |
| Leadville, Colo. | 2,700 | 2,000 | 500 | 500 | 17,700 | 122 30 | 130 25 | 26.2 |
| Galveston, Tex. | 3,000 | (*) | (*) | (*) | 11,500 | 182 55 | 187 40 | 15.3 |
| Houston, Tex. | 3,000 | 900 | 75 | 400 | 9,100 | 79 80 | 165 01 | 21.7 |
| Saint Louis, Mo. | 4,000 | 768 | 90 | 157 | 144,200 | 2,061 60 | 1,516 76 | 18.2 |
| Kansas City, Mo. | 3,300 | 3,000 | 425 | 148 | 21,400 | 312 06 | 746 39 | 16.2 |
| Minneapolis, Minn. | 3,100 | 3,600 | (:) | (:) | 18,244 | 354 95 | 644 47 | 11.8 |
| Saint Paul, Minn. | 3,200 | (*) | (*) | (*) | 20,000 | 168 47 | 89 17 | 13.9 |
| Peoria, Ill. | 3,000 | 1,500 | 270 | 360 | 6,500 | 219 65 | 92 30 | 65,937 |
| Quincy, Ill. | 3,000 | 1,800 | 113 | 200 | 5,500 | 58 65 | 124 66 | 40,491 |
| Fall River, Mass. | 3,000 | (*) | (*) | (*) | 4,000 | 48 00 | 50 25 | 29,440 |
| Lowell, Mass. | 3,000 | 2,000 | 72 | 198 | 5,700 | | | 64,045 |
| Brooklyn, N. Y. | 4,000 | 7,300 | 270 | 1,103 | 50,964 | 724 93 | 1,336 09 | 279,489 |
| Brooklyn, N. Y. | 3,700 | | | | 30,500 | 298 21 | 250 96 | 260,898 |
| Atlanta, Ga. | 3,000 | (*) | (*) | (*) | 12,300 | 353 15 | 69 28 | 92,024 |
| Savannah, Ga. | 3,000 | 2,500 | 70 | 392 | 8,600 | 203 83 | 274 60 | 63,905 |
| Boston, Mass. | 4,000 | | 698 | 2,016 | 258,550 | 5,109 39 | 7,480 19 | 1,371,419 |
| Philadelphia, Pa. | 4,000 | | 229 | 436 | 241,735 | 3,549 90 | 5,909 87 | 1,450,145 |
| Average per cent. | | | | | | | | 15.59 |

* Government building. ; Heating included.

In that list of eighteen offices the expenditure for clerk hire varies from 9 to 26.2 per cent. of the gross revenues. There is a difference of 3.6 per cent. between two offices in Illinois, of 4.6 per cent. between two in Massachusetts, of 6 per cent. between two in Missouri, of 6.4 per cent. between two in Texas, of 6.6 per cent. between two in New York, and of 10.8 per cent. between two offices in Colorado.

If the office at Boston could be administered by the expenditure of the same percentage of gross revenues for clerk hire which is spent at Philadelphia, it would effect a saving of \$45,256.82 at that office. If both offices could be administered for the average expenditure made at the whole eighteen, the saving would be nearly \$73,500. If the whole eighteen offices could be administered by the expenditure of 9 per cent. of the gross revenue for clerks, which is the cost at Lowell, the saving would be very great.

I cannot help thinking it wholly practicable greatly to simplify and equalize these disbursements. In the first place, I do not think an allowance for office rent should be made to the postmaster in any case. Such an allowance holds out a double temptation to the postmaster: He is tempted to get large allowances from the department, and to supply cheap accommodations to the public.

It will be my purpose to rent, as early as practicable, every building required for first and second class offices which the government does not own. There are now 587 offices belonging to those two classes. Eighty-eight belong to the government; 269 are leased to the government; and 230 are supplied by postmasters, who are in turn compensated by allowances.

Wherever the department rents an office, it will be its fault if a suitable one is not provided, and its fault also if the terms are not as favorable as the place will afford.

Secondly, I think every post-office that is rented by the department should have a suitable equipment of boxes and drawers supplied, not by the postmaster, but by the department or the lessor of the building.

Of 499 buildings now rented, only 149 are equipped with boxes by the department. The charge to patrons for the use of boxes should be reasonable, and should be uniform. At present they are neither. These reforms can be effected without the aid of further legislation. I venture to suggest, however, some reforms much needed, and which, if approved, will require an amendment of existing laws.

The partnership now existing between the government and the postmaster in the use of letter-boxes should be dissolved. Whenever the government owns the boxes, or hires them with the building, the whole of the rental paid by patrons, and not two-thirds of it, belongs to the revenues of the department as much as the postage does. Where, on the contrary, the postmaster supplies the boxes and the government does not, the latter should no more share in the proceeds from their rent than in the rent of any other property belonging to the officer. In all cases, therefore, in adjusting the pay of postmasters, I think box rents should be wholly eliminated from the calculation; and I am strongly inclined to the opinion that the whole system of regulating the compensation of postmasters should be radically changed. I know of but two reasons for paying postmasters at all: One is, he incurs responsibility; and the other, he performs labor. Both the responsibility and the labor are accurately measured by the business transacted at the several offices. The business transacted at each office is measured with sufficient accuracy by its revenues. The two marked exceptions to this rule are the offices at New York and at Washington. The former office should be excepted because of the large amount of foreign mail handled at that office.

The whole number of foreign letters estimated to be received in a single year at Baltimore, Boston, Chicago, Key West, New Orleans, New York, Philadelphia, and San Francisco was 15,809,021. The number of foreign

postal cards was 177,245. The whole number of other articles received from foreign countries, 14,346,748. Of these aggregates, 13,674,102 letters, 139,100 postal cards, and 12,892,218 other articles were treated in the office at New York.

The office at Washington should be excepted, because of the large percentage of matter handled there emanating from Congress or from the departments, and which yields no revenue to the office. It is estimated that not less than 70 per cent. of all the matter mailed at that office emanates from those two sources.

For those two offices special provision must probably be made. But, with the exception of those two offices, it may well be doubted if there is another postmaster in the United States holding a first or second class office who would not be glad to administer it, furnishing his own help, fuel, light, and stationery, for a sum considerably less than the allowances now made for all those purposes added to his salary. If it is worth 60 per cent. to collect the first \$400 of postal revenue at a given office, I do not see why it is not worth the same percentage to collect the second, or any subsequent sum equal in amount. On the contrary, if \$400 can be collected at a cost of 30 per cent. after \$2,000 have been collected at the same office, I do not see why a larger percentage should be paid for collecting the first \$2,000.

If there are offices from which the revenues are so small, that no citizen will be troubled with its duties for a share of its commissions, it may be expedient to release the whole revenue to the postmaster up to a given point; but when that point is reached and the proper retainer is paid and commissions commence, it seems to me that one rate of commissions should be paid to all postmasters who find their own offices. Another and smaller rate should be paid to such as occupy offices rented by the government, but are warmed and lighted by the postmasters; while another and somewhat smaller rate still should be paid to postmasters who occupy public buildings warmed and lighted by the government, with special provisions made for the offices at New York and Washington.

What these several commissions should be could not be safely determined until after a thorough inquiry, prosecuted by a judicious committee, under legislative authority. Once ascertained, I believe many thousands of officeholders, including postmasters and clerks, would be transmuted into laborers. Clerks would be selected more with reference to what they could do behind the cases and less for what they had done at the hustings. Post-offices would more resemble workshops and less almshouses. They would be administered with less cost to the government and more profit to the incumbent.

Such an inquiry I earnestly commend to the consideration of Congress.

STAR TRANSPORTATION.

The report of the Second Assistant Postmaster-General gives a clear and comprehensive exhibit of the management of the star service for

the fiscal year just closed. It will be noticed that the broad purpose of providing adequate postal facilities for all communities, without regard to geographical location, is made the first and leading consideration in the arrangement of the service; and to secure that result without an improvident expenditure of means is the second consideration.

The department is clothed with the widest discretion in regard to the amount of service to be performed on star routes. To provide all needed postal facilities, and at the same time to guard against unnecessary expenditure, is a most difficult duty, and one that calls for the exercise of unusual care and patient inquiry. The results given in the report afford gratifying evidence that during the last fiscal year that delicate duty has been very satisfactorily discharged.

The aggregate length of all star routes on the 30th of June, 1882, was 227,621 miles, showing a decrease during the year of 3,678 miles. The aggregate transportation during the year was 76,924,867 miles, being a decrease of 2,632,429 miles. The annual cost was \$5,553,849, being a decrease of \$1,403,506.

RAILROAD TRANSPORTATION.

The expansion of the railroad system has been greater during the past year than ever before in any one year. Important connections have been made with California and Mexico.

The aggregate cost of the service is largely increased each year. Such must continue to be the case so long as the rapid expansion of the service shall continue:

The steady growth of this expenditure has provoked much discussion for some time past concerning the rates of pay for carrying the mails on railroads. The subject is most important; and the suggestions of the Second Assistant Postmaster-General, that additional safeguards be thrown around the large annual disbursement for railroad services, and that any change in the laws governing the rate of pay should be made upon ascertained facts, rather than upon opinion, are recommended to the especial notice of Congress.

The aggregate length of all railways over which mails were transported at the close of the last fiscal year was 100,563 miles, showing an increase during the year of 8,994 miles. The aggregate transportation over such roads during the year was 113,995,318 miles, being an increase of 10,474,089 miles. The cost for the year was \$12,753,184, being an increase of \$1,139,816.

Without entering into the transactions of the contract office in detail, an intelligent understanding of its conduct of affairs in the aggregate may be gathered from the fact that the appropriation for all items incident to inland transportation for 1883 is \$26,067,000, while the estimate for the same items for 1884 is \$25,494,120.

It will thus be seen that the entire transportation service, notwithstanding its rapid growth, will be conducted for the next fiscal year for \$572,880 less than the appropriation for the current year.

RAILWAY MAIL SERVICE.

The report of the General Superintendent of the railway mail service is an interesting exhibit of the magnitude to which that branch of the service has attained.

On the 30th of June, 1882, the railway post-offices numbered 769. They occupied 342 whole cars and 1,462 apartments in cars. These cars ran over roads whose aggregated length was 87,865 miles, and the service performed during the year amounted to 75,741,438 miles.

In the administration of this service 3,570 postal clerks were employed, with salaries aggregating \$3,486,779, which is an average annual salary for each clerk of \$976.68. The average number of miles traversed by the clerks during the year was 38,564. This is a fraction less than two cents and six mills per mile.

Comparing these figures with those of the Second Assistant Postmaster-General, it appears there were at the close of the year 12,698 miles of railway which were not post-office lines, and that 38,253,880 miles of service was performed during the year with express mails and closed pouches.

During the year there were handled by the railway postal clerks 2,155,213,880 letters and postal cards, 1,278,176,630 pieces of other mail matter, being a total of 3,433,390,480 pieces, besides 14,234,310 registered packages, and 570,483 through registered pouches.

This shows an increase over the work of 1881 of 351,239,160 letters, 228,880,250 pieces of other mail matter, and 2,776,028 registered packages and pouches. But, while the work performed during the the last fiscal year was greatly in excess of the work of the previous year, the salaries paid to the clerks averaged \$1.85 less during 1882 than for the year 1881.

In handling this immense number of pieces 902,489 errors were committed, or one error for every 3,805 pieces handled. During the previous year one error was committed in every 3,624 pieces handled. In 1880 one error was committed in every 3,482, and during 1879 one in every 3,469. During the past year 405,706 errors were checked against postmasters, as against 454,349 errors in 1881.

These figures show that, while the administration of the postal service is not yet perfect, there is a constant improvement in the efficiency, both of postmasters and of postal clerks; and, considering that postal clerks perform their work on cars while in rapid motion, that they must themselves work with great celerity, and yet make but one error in every 3,805 pieces handled, it is believed that for accuracy this corps may safely challenge comparison with any other service in this country or elsewhere.

During the past fiscal year 1,027 postal clerks were appointed upon six months' probation. Of that number 208 failed to pass examination, and were dropped from the rolls at the end of the probationary term. During the same year there were 83 casualties, in which three postal clerks lost their lives; 16 were seriously and 20 were slightly wounded.

I concur in the recommendation of the General Superintendent, that the Postmaster-General be authorized by law to pay out of the appropriation for postal clerks, to the widows or guardians of minor children of such clerks as may be killed while on duty, a sum equal to two years' salary of the grade held at the time of the death; and that postal clerks temporarily disabled while on duty be continued on leave with full pay until recovery, not to exceed one year. Such payments, probably, will involve no increased appropriations, as the deductions from pay for failure to perform service and for absence without leave would amount to enough every year to meet these requirements.

Attention is also invited to the recommendation of the superintendent, that a portion of the appropriation for the transportation of mails by railroad may be applied to the purchase of machinery, &c., for printing facing-slips.

The conclusion of the superintendent's report deserves the serious consideration of Congress. It is as follows:

It should not be forgotten that but for the fact that during the past twenty-two years the tenure of office of all postal clerks has been, by the general practice of the Department, permanent during good behaviour, the service could never have attained its present state of efficiency. So long, however, as this general practice remains unsanctioned by positive law compelling it, there is still sufficient uncertainty about the tenure of office to interfere with that entire and perfect confidence that merit and efficiency are certain of reward, if not by immediate promotion, at least by retention in the service, which is necessary to inspire men to devote themselves enthusiastically to the work in which they are engaged.

Were the tenure of office absolutely secure, young men entering the service would devote themselves to it as a life profession, having before their eyes the hope of eventually rising to the position of superintendent, just as the present superintendents have risen step by step from the lowest grade in the service.

That there is a special reason why the railway postal service should be protected by the legislation herein recommended has been recognized for many years by the practice of the Department, but there never was a time before when the public interests would so greatly suffer by the inauguration of a policy which should lead the railway postal clerks to believe that, in any instance or under any circumstances, a good record for the faithful and efficient discharge of their duties would not be sufficient to secure their retention in office during continued good behaviour, because never before has the railway postal service been conducted by men who have made it the sole business of their lives for nearly twenty years to add to its efficiency, and who have learned to meet the wants of the public in postal facilities as fast as such wants arise; and never before have the postal clerks been trained by so many years of experience and study to secure the greatest possible certainty, celerity, and security in forwarding to their destination every letter and other article of mail matter intrusted to their care.

FAST MAILS AND SPECIAL FACILITIES.

Among the estimates submitted for the office of the Second Assistant Postmaster-General is an item of \$600,000, to be expended in expediting mails on railways. The same sum was appropriated for the same purpose during the current year.

Touching these items it is proper to say that I have as yet been unable to make any arrangements for fast service out of the existing ap-

appropriation upon terms which seemed reasonable. Certain service which I found in operation is still maintained at the rate of compensation originally agreed upon. This service includes the fast mail between New York and Charleston, South Carolina, New York and Springfield, Massachusetts, and the 4.35 forenoon dispatch from New York via the Hudson River and New York Central. A full account of this service is given in the report of the General Superintendent of the Railway Mail Service, page 231.

By reason of explanations quite freely made by me before the appropriation was made, and by the terms of the appropriation itself, I felt it my duty to employ the fund in organizing a fast mail between New York and San Francisco, and between New England and New Orleans. These are the two great trunk lines which feed the most branches. The appropriation was found inadequate to the end contemplated.

I am not, indeed, able to say what sum would accomplish the object first named. A proposition was submitted for a mail from New York to Chicago; but after mature consideration, the managers of the several roads operating between Chicago and the Missouri River jointly declined to submit any proposition, saying:

On information, obtained from officials of the Department, respecting the largest amount of compensation for such service at the disposal of the Department, we are led to conclude that it is not possible to run the train on the time and under the conditions imposed, without a large deficiency of income to meet the expense of the service.

I am inclined to the opinion that some desirable expedition might have been obtained over the lines between the Missouri and the Pacific, if the law would have permitted me to expend the fund upon those companies. As such was not the case, I have thought it proper to leave the money in the Treasury until Congress shall designate some other direction for its employment.

Besides the financial results noted in the commencement of this report, the following instructive facts are gathered from the report of the Third Assistant Postmaster-General:

ISSUE OF POSTAGE STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The issue of postage stamps, stamped envelopes, and postal cards upon requisitions during the year were as follows:

| | Number. | Value. |
|----------------------------------------------------|------------------|-------------------|
| Ordinary adhesive stamps | 1, 114, 560, 330 | \$28, 679, 528 00 |
| Newspaper and periodical stamps | 2, 214, 893 | 1, 602, 069 70 |
| Special stamps for collection of postage due | 11, 375, 310 | 352, 170 00 |
| Postal cards | 851, 498, 000 | 3, 516, 015 00 |
| Stamped envelopes, plain | 114, 774, 700 | 2, 994, 808 82 |
| Stamped envelopes, special request | 100, 704, 250 | 3, 163, 894 85 |
| Newspaper wrappers | 41, 086, 500 | 500, 208 80 |
| Official postage stamps | 2, 319, 555 | 139, 991 75 |
| Official stamped envelopes and wrappers | 2, 037, 500 | 29, 306 50 |
| Aggregating | 1, 740, 571, 038 | 40, 978, 053 42 |

The number of requisitions filled was 464,710.

A statement of the values of stamps issued during the last fiscal year, compared with the issues of the fiscal year which ended June 30, 1881, will be found in the appendix to this report, pages 360-367.

POSTAGE ON SECOND-CLASS MATTER.

The postage collected on second-class matter during the past year amounted to \$1,565,103.28. That is an increase of \$166,054.64 over the collections of the previous year.

Of the total amount realized from second-class matter, 27.19 per cent. was collected at New York; 9.92 per cent. at Chicago; 6.16 per cent. at Boston; 5.43 per cent. at Philadelphia; 4.44 per cent. at Saint Louis; 3.56 per cent. at Cincinnati; 3.28 per cent. at Augusta, Maine; 1.71 per cent. at San Francisco; 1.45 per cent. at Detroit; 1.23 per cent. at Milwaukee; 1.22 per cent. at Louisville; 1.01 per cent. at Pittsburgh; .99 of one per cent at Cleveland; .96 of one per cent. at Saint Paul; .92 of one per cent. at Toledo, and .86 of one per cent. at Baltimore. The remainder was collected at 5,064 other offices scattered throughout the country.

REDUCED PRICES OF STAMPED ENVELOPES.

A new contract was made in June last for stamped envelopes. The average reduction in price is nearly 7 per cent. That reduction is the more gratifying, because it follows a reduction of about 20 per cent. made in the last contract over the one which preceded it. Estimating the number of the different kinds of envelopes to be issued under the new contract upon the basis of the number actually issued during the year which ended on the 31st of March last, the aggregate cost will be \$456,197.58. Five bids were received for the manufacture of such envelopes. The cost of the same number and kind under the highest proposal submitted would be \$476,585.40. There was thus only a little more than \$20,000 between the highest and the lowest offer made for a contract, which will amount to something like a half million of dollars.

That fact furnishes plenary proof, both that bidders were equally well informed of the services expected and that the bid accepted, while it was the best offer, was not likely to subject the contractor to a loss.

DEAD LETTERS AND PARCELS.

The whole number of pieces of mail matter handled during the year, including a balance of 124,731 letters on hand July 1, 1881, was 4,285,285. That is an increase of about 15 per cent. over the previous year. Of these, 3,238,589 were unclaimed domestic letters; 60,476 were unclaimed domestic packages; 356,287 were letters of foreign origin; 954 were letters for foreign countries containing unmailable articles; 17,313 were foreign parcels containing printed matter, samples, &c., returnable to the countries of origin under special postal arrangements; 275,240 were held for postage; 274,715 were misdirected, and 11,711 bore no superscription whatever.

Of the letters opened 19,989 contained money amounting to \$44,326.65; 24,575 contained drafts, checks, money orders, &c., representing a value of \$1,962,413.73; 90,842 letters and parcels contained merchandise; 52,463 contained postage-stamps; 44,731 contained receipts, paid notes, &c.; 39,242 contained photographs. \$7,657 were taken from dead letters which could not be restored to owners; \$3,739.02 were collected upon insufficiently-paid letters. These two items represent the entire revenue derived from the dead-letter service. More minute details will be found in the report of the Third Assistant Postmaster-General, at pp. 368-373 and tables numbered 10-15.

NEW MODE OF TREATING HELD-FOR-POSTAGE MATTER.

An important change in the mode of treating held-for-postage matter was inaugurated on the 1st of July under the provisions of a departmental order dated May 11, 1882.

Formerly, first-class matter deposited in a post-office, on which less than one full rate was paid, and third and fourth class matter not paid in full, were sent to the Dead-Letter Office instead of to the addressees.

The new order directs the postmaster at the office of mailing, to notify the addressee by card, of the existence of the letter and of the deficiency in postage, to the end that, if he chooses, he may remit the postage and have the letter forwarded. This new mode is, for the present, confined to the free-delivery offices.

Reports have been received from 97 of those offices, showing that the total number of pieces finally treated by them during the quarter ended September 30 last, was 71,478, of which 59,711, or nearly 84 per cent., were forwarded to the addressees.

REGISTRATION OF LETTERS AND PARCELS.

The whole number of letters and parcels forwarded by registered mail during the year was 9,627,922. The amount of registry fees collected was \$841,497.90. The actual estimated losses (some cases being still under investigation) were unusually few in number, consisting of 726 letters or parcels only, or one out of every 13,262 forwarded.

POSTAL MONEY-ORDER SYSTEM.

The report of the Superintendent of the Money-Order System is, as usual, interesting and instructive. I extract from it such facts only as touch upon the growth of the business, and the proposed modifications in that branch of the service.

The money-order offices conducting domestic operations numbered 5,491 at the close of the last fiscal year. The orders issued by the same aggregated in value \$113,400,118.21. The orders paid and repaid aggregated \$113,388,301.90. The fees received from the public amounted to \$1,053,710.55. That was an increase of nearly 9 per cent. over the previous year. The gross revenue from the domestic money-order

business was \$280,341.17. That sum, together with \$80,426.18 derived from international money-order business for the year which ended June 30, 1881, has been paid into the Treasury for the service of the Post-Office Department. After deducting therefrom all the expenses of the money-order service, which were paid during the year from appropriations, there remained a net profit of \$165,030.25.

Allowances for clerk-hire were made during the year, amounting to \$175,548.84. These allowances were to offices where the total compensation of the postmaster from all sources amounted to \$4,000.

At the last session of Congress a bill embodying certain modifications in the money-order system, which were recommended by my predecessor in the last annual report, and which received the approval of the Committee on Post-Offices and Post-Roads, passed the House of Representatives. It did not reach the Senate early enough to secure the consideration of that body.

I respectfully renew the recommendation made in that report with reference to a modified scale of fees for money orders, diminishing the cost thereof, and of the desirability of conferring upon this Department authority to issue, in connection with the present money order, orders of a new form, to be called postal notes, for sums under \$5, and at a fee to the public of three cents.

FOREIGN MAILS.

From the report of the superintendent of foreign mails it appears that the total weight of the mails dispatched to Postal Union countries, Canada excepted, during the last fiscal year was 2,203,876 pounds, an increase of weight of 452,353 pounds over that of the preceding year.

Of the correspondence dispatched, 42.6 per cent. of the letters and 44.8 of the printed matter, samples, &c., were sent to Great Britain; 24.5 per cent. of the letters and 18.6 per cent. of the prints, samples, &c., were sent to Germany; 24.3 per cent. of the letters and 19.3 per cent. of the prints, samples, &c., were sent to other countries of Europe, and 8.8 per cent. of letters and 17.3 per cent. of prints, samples, &c., were sent to other union countries and colonies.

The percentage of increase over the weights of the preceding fiscal year was $21\frac{1}{2}$ per cent. for letter mails, and $26\frac{1}{2}$ per cent. for prints, samples, &c.

The payment for the transportation of ocean mails, under the general law limiting the compensation to the sea-postages on the mails conveyed, amounted to \$280,163.98, an increase of \$41,014.77 over the cost of the same service during the preceding year. Of this amount, \$233,485.34 was expended for the trans-Atlantic service, \$16,537.38 for the trans-Pacific service, \$30,141.26 for the service to Mexico, the West India Islands, Canada, Newfoundland, and countries and colonies of Central and South America. The increased cost over that of the same service for the fiscal year 1881 was 17.1 per cent. Compared with the

cost of the ocean transportation for the fiscal year 1880, the increase in two years was over 41 per cent.

The republics of Nicaragua and Costa Rica have been recently admitted to the Postal Union, and the only countries and colonies of the world which have organized postal establishments, not embraced in the union, are Bolivia and the British Australasian colonies.

The limits of weight and dimensions for packets of samples of merchandise prescribed by article 5 of the Paris convention, have been extended by special arrangements concluded with Belgium and Switzerland, respectively, so as to admit such packets to circulation in the mails exchanged with those countries, when not exceeding the weight of 12 ounces, and the dimensions of 12 inches in length, 8 inches in width, and 4 inches in depth.

TOPOGRAPHER'S OFFICE.

The series of postal maps already published now consists of 26, comprising 65 sheets.

New photolithographed maps of New Mexico and Arizona, of Oregon and Washington, and of the Territories of Montana, Idaho, and Wyoming, and engraved plates of Virginia and West Virginia have been completed; also a new map photolithographed of the Mississippi River has been produced. There are under construction, drawings for new maps of Florida, North Carolina, South Carolina, California, and Nevada.

MAIL DEPREDACTIONS.

The force employed in the division of the Chief Post-Office Inspector has been active and efficient during the last year, as will be seen by the report of its chief. The number of cases investigated and reported upon during the year are as follows:

| | |
|--------------------------|--------|
| Registered cases..... | 5,890 |
| Ordinary cases..... | 31,480 |
| Miscellaneous cases..... | 4,078 |

Four hundred and ninety-six arrests were made. Of these 441 were prosecuted in the courts of the United States and 55 in the courts of the several States. Of the former, 193 were convicted and 18 acquitted; 7 escaped, 1 forfeited bail; 40 cases were dismissed, and 182 await trial. Of those prosecuted in the State courts 14 were convicted, 7 acquitted, 2 escaped, 27 await trial, and 5 cases were dismissed.

The disbursements on account of appropriation for post-office inspectors and mail depredations during the fiscal year ended June 30, 1882, salaries and expense allowance of post-office inspectors, attorney's fees, rewards, &c., were \$166,551.25.

There are claims against this fund still unadjusted.

NEW MONEY-ORDER OFFICE BUILDING.

By the provisions of the act of March 1, 1881, making appropriations for the service of the Post-Office Department for the fiscal year ending

June 30, 1882, the Postmaster-General was authorized "to take the necessary steps to rent a suitable building, or buildings, for the use of the Money-Order Office of the Post-Office Department, and of the money-order division of the Auditor of the Treasury for the Post-Office Department," provided, "that the annual rental of such building or buildings shall not exceed \$5,000." The Postmaster-General, however, was unable to rent a building of the necessary capacity for the amount of money specified in that act. Wherefore, at its last session Congress passed an act extending the limit of the appropriation for the rent of a building for the money-order service to \$8,000. Upon the passage of this act a number of offers were made of buildings in the neighborhood of the Post-Office Department for the use specified; but upon investigation it was found that the buildings tendered either lacked a sufficient amount of space for the purposes of the Department, or were held at too high a rental value. Finally, an offer was made by Messrs. R. A. Hooe, of Washington, and Robert Beverly, of Virginia, the owners of the property on the corner of Eighth and E streets, square numbered 406, to erect a building on said property for the purpose contemplated.

On the 16th of March last I entered into contract with Messrs. Hooe and Beverly, a copy of which will be found in the Appendix. That building has been erected. The clerks composing the Money-Order Office of this Department and the Sixth Auditor's Office are now established in it. The new building contains about 15,000 feet of space for clerks, is furnished with an elevator, good heating appliances, and appropriate electric bells and speaking tubes; is well lighted and ventilated, and is connected with the department building by a light, but substantial iron bridge.

By the terms of the contract, the government is given the option of purchasing this property for \$85,000 at any time within two months after the opening of the next session of Congress. Three considerations commend this opportunity to the prompt acceptance of Congress: First. There seems to be little doubt that the government will soon imperatively need the whole of that square. Second. Good judges of property are of the opinion that if this particular lot is not taken upon the terms and within the time specified, it will never be secured for less than \$100,000. Third. The rent reserved amounts to more than 9 per cent. per annum on the price demanded.

It seems little less than profligate to pay 9 per cent. for rent when the money can be had for $3\frac{1}{2}$ per cent. to purchase.

RATES OF POSTAGE.

I remain of the opinion expressed in my letter of the 18th of May last, addressed to the Speaker of the House of Representatives, that the postage on second-class matter ought properly to be abolished. It does not seem just, and if not just, it cannot be wise to charge for carrying some newspapers and to carry others free, or to charge for carrying a

newspaper to some subscribers and to carry the same newspaper to others without charge.

I wish also to repeat, and to emphasize the opinion expressed in the same letter, that the rate of postage on fourth-class matter should be increased. To charge three cents per half ounce for carrying messages from one post-office to another, and yet to carry merchandise from one side of the continent to the other for one cent an ounce is not approved by good sense, if it is by good morals.

Some anxiety has been manifested to reduce first-class postage to two cents per half ounce. If it should be thought such a reduction in rates would cause too great a shrinkage in the revenues, I would respectfully suggest that correspondence may be cheapened almost as much by another measure, much less costly to the Treasury.

If Congress will authorize the sale of stamped envelopes at the same price at which adhesive stamps are sold, it would lessen the cost of correspondence.

The government is now the largest dealer in envelopes there is. It sells, as nearly as practicable, at the cost of manufacturing, with the postage added. After the first of January next the present tariff of prices will be somewhat reduced, owing to the more favorable terms of a recent contract for their manufacture. Yet, under the reduced tariff, if the single rate be reduced to two cents, a correspondent who buys a single stamped envelope will be compelled to pay three cents for it. If he buys more than five and less than a hundred, he will have to pay $2\frac{1}{2}$ cents each. If he buys more than a hundred at a time, he will be able to get them at a small fraction less than that. If, on the contrary, the correspondent buys adhesive stamps at the post-office, and his envelopes of private dealers, the cost will be still greater.

Regardless of economy, a large percentage of correspondents do in fact buy the adhesive stamp instead of the stamped envelope. During the last fiscal year 680,463,700 adhesive stamps of the denomination of three cents were issued for prepayment of postage by the public, while only 168,696,250 stamped envelopes of the same denomination were issued. It is safe to assume that the purchasers of those adhesive stamps paid an average price equal to a large fraction of a cent each for the envelopes on which to put them. If the department could have supplied the envelopes at the cost of stamps, it would have been equivalent to a reduction of that fraction of one cent in postage. Yet it would have cost the government, under the present contract, less than \$2,000,000 to furnish the envelopes. And even this apparent loss would have been compensated by two great advantages:

An adhesive stamp, not properly canceled, can be removed and re-used. It is not doubted that the revenue is seriously impaired annually by this one cause. The envelope can never be used but once. So far as the stamped envelope can be substituted for the adhesive stamp, all such depreciation of revenue is avoided.

Another benefit to accrue from the substitution of stamped envelopes for adhesive stamps, is the saving of labor in the administration of the service. A letter deposited in a post-office, on which less than one full rate of postage is prepaid, is treated in one of two ways. If it be deposited in a free delivery office, and the writer is unknown, the postmaster sends a notice to the addressee that he may, if he will remit the postage, have the letter forwarded. That imposes labor upon the local postmaster. If the same letter is deposited in any other than a free-delivery office, it is sent at once to the dead-letter office, to be treated there. That imposes labor upon the department. The whole number of domestic letters treated in the dead-letter office during the last fiscal year was 3,709,266. Of these, 275,240 were letters held for postage. But a letter once inclosed in a three-cent stamped envelope has one full rate prepaid. That letter cannot be held for postage. It will go forward at once; the postmaster at the office of delivery will tender it to the addressee upon receiving the postage due.

Again, the correspondent who orders stamped envelopes to the number of 500 may have his name and address, with a request to return, printed thereon without additional charge. Then if the addressee cannot be found the writer may be found without resort to the dead-letter office. Out of 6,000 letters sent to the dead-letter office on the 4th instant, only four had such requests upon them. By such means the work of the dead-letter office may be reduced to the minimum.

The Postal Establishment has attained huge proportions. It is conducted at an annual cost of \$50,000,000. It should do whatever it can do well. What it can do elsewhere it can do here. Yet the fact remains that the postal service does in other countries many things which it has not yet attempted in this country.

POSTAL COLLECTION SYSTEM.

In Belgium, Switzerland, and Germany, the post-office is employed in the collection of bills not exceeding 500 francs in any one sum. The system is briefly this: The creditor purchases a special envelope of the post-office, for which he pays 25 centimes, and in which he incloses his account, and directs to the postmaster within whose delivery the debtor resides. The bill is handed to the carrier, who presents it to the debtor on his round. If not paid, the bill is simply returned. If paid, the carrier returns the money to the postmaster. For his services he receives 25 centimes if the amount is 100 francs or more; if less than 100 francs, he receives 15 centimes. The postmaster receives a like sum for his services, and sends the creditor a postal order for the balance, less the proper fee for the order.

In Germany, during the year 1876, 2,750,000 accounts were thus collected. In March last the system was authorized in France. I respectfully invite Congress to consider whether, by authorizing a similar system here, something cannot be done to further utilize the postal estab-

lishment and augment its revenues; to lessen the cost of collecting tradesmen's bills, and to inculcate in the people the habit of promptly meeting their small bills as the banks inculcate the habit of meeting large ones.

POSTAL SAVINGS-BANKS.

I follow in the steps of many of my predecessors in this office when I invoke Congress to make one more effort to engraft upon the postal service a system of deposits for small sums. The great lesson our people need to learn is that of economy. The American people are apt to earn, but are not wise to save.

The easy introduction to the art of saving is to provide a convenient and safe means of saving. A lucrative means is less essential. A place near at hand where a dollar may be deposited and may be secure against the temptations of the burglar, the thief, and the saloon-keeper, even if it accumulates but very little, has everywhere proved a strong inducement to saving. The post-office is near to every citizen; the savings bank must always be remote from most. The post-office need not be a substitute for the savings bank, nor its rival, but its feeder; a place where small deposits with slow accretions may securely grow into large ones, then to be transferred to savings banks on longer terms and with larger earnings.

POSTAL TELEGRAPH SYSTEM.

Another and a broader field of activity not yet occupied by our postal establishment is that of the telegraph. In almost all countries, save this, telegraph service is conducted by the postal authorities. Presidents, Postmasters-General, and committees of both houses of Congress have heretofore urged that the Post-Office Department of the United States should take exclusive possession of that service. Already Congress has provided a mode for adjusting the terms upon which the United States may purchase all telegraph lines, either for postal or other purposes. (Revised Statutes, section 5267.)

After the fullest consideration I have been able to give to the subject, I am forced to the conclusion that the time has fully come when the telegraph and postal service should be embraced under one management. The whole subject has been argued in former years. I shall do but little more than summarize that argument.

The business of the telegraph is inherently the same as that of the mail. It is to transmit messages from one person to another. That is the very purpose for which post-offices and post-roads are established. The power to establish is not limited to any particular modes of transmission. The telegraph was not known when the Constitution was adopted. Neither was the railway. I cannot doubt that the power to employ one is as clear as to employ the other.

If the union of the two services did not improve that of the tele-

graph at all, I think it would improve the postal service in some important respects. It would necessitate the employment of telegraph operators for postmasters in many offices. That would result in giving to the administration of not a few offices men who have learned to do one thing in place of those who have never learned to do anything. If the two offices were united, whenever a mail did not arrive on time, the public thronging the post-office would learn, not merely that the mail had not arrived, but when it would arrive.

Again, the necessity for delivering messages would facilitate and gradually draw after it the free delivery of mails in places where free delivery in itself is impracticable.

But a union of the two services would, I believe, improve the telegraph more than it would the postal service.

I prefer no accusation against the administration of the former service. Admitting it to be honest and efficient, the fact remains that it is not cheap, and under corporate control it cannot be cheap. Rent for both services would cost but little more than the cost for one. So of fuel and of light. Where there is now a free delivery of mail, telegraph messages could be delivered at less cost by the post-office than by a corporation. Besides, if the business was controlled by the government, there would be but a single management for the whole. The business is now charged with the cost of many different managements. One direction is cheaper than several.

Again, corporations will seek, and ought to have, not only remuneration for cost of administration, but interest on the capital invested. Telegraph companies seek and secure a large interest on their capital; and what is still more burdensome to the public is the fact that the aggregate outlay of the companies is always greatly in excess of the actual cost of their property.

The office of the telegraph is not indispensable in the sense that air, water, and food are; but it is so essential to social, political, and commercial life that it must be had. If it cannot be obtained at one price, it will be at another. No one corporation has been or will be allowed quietly to monopolize the business. No one set of men will be permitted exclusively to sell services which all must have. And yet, while monopoly will not be permitted, competition beyond a certain point cannot be tolerated.

When competition profits the public who purchase the service, it becomes injurious to the companies which sell. When it becomes injurious to the companies, the competition is extinguished by the purchase and absorption of the competitor. The price paid for the franchises of a rival concerns the purchaser but little; it concerns the public deeply. The people must pay the fees which will yield dividends on the new and on the old capital. So it has happened that the one corporation which has built most miles of telegraph has been the largest purchaser of telegraph property. It must continue to be so. No matter how rich

a company may be, it is powerless to prevent the organization of new and competing enterprises. Its sole protection is to buy when the new rival proves hurtful. No matter how conservative or just may be the management of the purchasing company, it will demand from the public dividends on the capital invested to extinguish the rival. The only security capital can have against these recurring raids is to surrender the business to the government. The only protection the public can have against these multiplied exactions is, for the government to assume that exclusive control over the transmission of domestic messages by electricity, which it now has over the slower methods by steam and stage-coach. Safety for those who sell and those who buy telegraph service is promoted by the same measure.

But a stronger reason still, why the government should control the telegraph, is found in the fact that it is as potent for evil as for good. Like government itself, it is too terrible to be wielded by other than representatives of the whole people.

In the great commercial centers, public stocks, corporate and mining stocks, bonds, and the staple products of agriculture are bought and sold daily, to the amount of thousands of millions. In all those markets one great telegraph company wags its tongue incessantly. For all those commodities it is the arbiter of prices. Prices go up or down according to its inculcations. Whoever controls its utterances may at pleasure buoy a market in which he wishes to sell, or break one in which he wishes to buy. That is an agency much too dreadful to entrust to private hands.

I am far from asserting that a use so malign ever has been made of this agency. I speak of its capabilities, not of its history. Knowing that it can be so abused, it seems to be the dictate of prudence not to wait until it is so abused. It is manifest that even when the government controls the telegraph a falsehood which may sink a stock or float it may still be sent over the wires. But truth will have equal freedom on the lines. In government hands the telegraph will maintain an exact neutrality between the two fierce parties, which, day by day and year by year, contend for supremacy in the markets. In private hands it may become the mere creature, as malignant as mighty, of that party which its owner, from time to time, chooses to join. If he choose, he may give free course to falsehood, and if he choose, he may imprison the truth. Who else can trade in a market dominated by such a power?

It may be objected, and has been, that the measure proposed would largely extend the roll of Federal officials. That increase has doubtless been exaggerated. At a very large percentage of the offices the telegraph operator would not supplement the postmaster, but would supplant him. Besides, I know of no law but necessity limiting the employment of officials. The government is not wise which employs a single officer not needed. It is unwise if it refuses to employ thousands when they are needed.

Within the life of this generation this government employed more than two and a half millions of officers. They were all armed. They did not destroy the country ; they saved it. It is not difficult to find individuals who employ a thousand men and find profit in it. It does not become fifty millions to shrink from employing a hundred thousand if they have need for their services.

T. O. HOWE,
Postmaster-General.

The PRESIDENT.

CONTRACT

FOR THE

ERECTION OF A BUILDING FOR THE USE OF
THE MONEY-ORDER OFFICE.

MARCH 16, 1882.

XXXI

CONTRACT FOR BUILDING FOR MONEY-ORDER OFFICE.

WASHINGTON, D. C., *March 16, 1882.*

This memorandum of agreement between the United States of America, represented by Timothy O. Howe, Postmaster-General, under and in pursuance of authority given him in his official station by "An act making appropriations for the services of the Post-Office Department for the fiscal year ending June 30, 1882, and for other purposes," approved March 1, 1881; and "An act to provide for certain of the most urgent deficiencies in the appropriation for the service of the government, for the fiscal year ending June 30, 1882, and for other purposes," approved March 6, 1882, and Robert A. Hooe, of the District of Columbia, and Robert Beverly, of Virginia, witnesseth:

That said Hooe and Beverly agree and undertake to erect, under the general and controlling direction of the Postmaster-General, and the immediate superintendence of John L. Smithmeyer, as architect, a substantial building of brick, stone, timber, and other suitable and proper materials, to contain net 14,000 feet of space for the use of clerks, besides that occupied by halls, walls, vestibules, elevator, and water-closets.

The building is to have proper water-closets for the use of the persons employed therein, and a suitable elevator for the use of the persons and freight; and it is to be heated by a system similar to the one in present use in the general Post-Office building in this city, unless another or modified system shall be mutually agreed upon.

The building is to be erected upon lot No. 1, square 406, in this city of Washington, fronting 50 feet on "E" street and 87½ feet on 8th street, N. W., and is to be well ventilated and with sufficient openings for light, with ingress and secure egress, and proper pipes for water and gas and appropriate attachments thereto.

The building is to be completed by the 1st day of October, 1882.

In consideration of the foregoing premises and undertakings, it is agreed by the United States of America, represented by the Postmaster-General, acting under the authority above recited, that upon the completion of said building at the time stipulated, or within a reasonable time thereafter (if unforeseen causes of delay occur) the United States of America will rent the same for a term of five years from such completion, with privilege of renewal, if Congress so authorizes, for the sum of eight thousand dollars per annum, payable quarterly at the end of each quarter.

It is mutually agreed that the building shall be erected for, and occupied by, the United States of America for the uses and purposes stated in the acts of Congress hereinbefore recited; and that said Hooe and Beverly shall not be required to expend in the erection and completion of the said building a sum exceeding sixty thousand dollars.

It is also agreed that a safe and secure iron bridge shall be constructed over the street from said building to the corridor of the Post-Office building, connecting with the second floor thereof; and that upon completion of said building, and for sixty days after the meeting of the next regular session of Congress, the building and lot of ground upon which the same is erected may be purchased by the United States for the sum of \$85,000, and a good and sufficient title given by the owners thereof.

In witness whereof, the seal of the Post-Office Department and the signature of the

XXXXIII

Postmaster-General, as well as the hands and seals of the other parties hereto, are hereunto affixed the day and year first above written.

THE UNITED STATES OF AMERICA,
By TIM. O. HOWE,

Postmaster-General.

Witness to the signature of the Postmaster-General.

CHAS. A. RAY,
R. S. BOSWELL.

ROBERT A. HOOE. [SEAL.]

ROBERT BEVERLY. [SEAL.]

[Seal of the Post-Office Department.]

Witnesses of the signatures of the other parties to the foregoing contract.

L. C. DUNCAN,
CHAS. A. RAY.

Statement Money-Order Office.

| Classification of work. | Contractors. | Contract price. | Paid as per certificates. | Balance due. |
|----------------------------------|----------------------------------------|-----------------|---------------------------|--------------|
| Building | Bright, Humphrey & Co. | \$43,617 00 | \$20,000 00 | \$23,617 00 |
| Heating | W. E. Wood & Co. | 3,950 00 | | 3,950 00 |
| Elevator | Otis Bros. | 3,750 00 | 2,625 00 | 1,125 00 |
| Plumbing and gas fitting | J. F. Brien. | 2,168 97 | 1,490 00 | 768 97 |
| Bridge | J. Noyes. | 1,337 79 | 500 00 | 837 79 |
| Excavating | P. Malony. | 844 20 | 844 20 | |
| Foundation concreting | P. Shea. | 544 00 | 544 00 | |
| Surveying and computing | W. Forsyth. | 52 50 | 52 50 | |
| Plans, &c., and superintendence. | J. L. Smithmeyer & Co. | 3,000 00 | 2,800 00 | 200 00 |
| EXTRAS. | | | | |
| Boiler | E. N. Gray & Co. | 330 00 | | 330 00 |
| Ventilation | White & Overman. | 165 00 | | 165 00 |
| Hearths | Clarkson & Co. | 91 00 | 91 00 | |
| Railing | E. N. Gray & Co. and J. F. Brien. | 151 54 | | 151 54 |
| Piping-valve | | | | |
| | Totals | 60,000 00 | 28,856 70 | 31,143 30 |

REPORT
OF THE
CHIEF POST-OFFICE INSPECTOR
FOR THE
FISCAL YEAR ENDED JUNE 30, 1882.

XXXV

REPORT OF THE CHIEF POST-OFFICE INSPECTOR.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., October 31, 1892.

SIR: I have the honor to hand you with this a report of the operations of the division of post-office inspectors and mail depredations for the fiscal year ending June 30.

I beg to add that the inspectors have worked faithfully and earnestly correcting irregularities existing in the service, as the report will show. I desire to call your attention to the fact that the labor performed by inspectors in connection with contract service, and as well in the investigations conducted by them under the direction of the officers employed in investigating the star-route service, do not appear in this report. Much time has been devoted to this work, however, and I doubt not that proper mention will be made elsewhere of the fact and the attendant results.

ARRESTS AND CONVICTIONS.

The arrests by post-office inspectors and others, for violations of the postal laws of the United States, during the year numbered 496. Of these 441 were prosecuted in the courts of the United States, and 55 in the several State courts in which the offenders were arrested. Of the former 193 resulted in conviction, and 18 in acquittal. Seven prisoners escaped; in one case bail was forfeited, and in 40 cases the proceedings were dismissed. One hundred and eighty-two offenders are now awaiting trial. There were 14 convictions in the State courts and 7 acquittals. Two prisoners escaped, 5 proceedings were dismissed, and 27 are awaiting trial. This will appear more clearly from the following summary and classification of the arrests.

SUBJECT TO JURISDICTION OF UNITED STATES COURTS.

| Classification of offenders. | | Disposition of cases. | |
|---------------------------------------|------------|-----------------------------|------------|
| Postmasters | 23 | Convicted | 193 |
| Assistant postmasters | 10 | Acquitted | 18 |
| Clerks in post-offices | 23 | Escaped from custody | 7 |
| Postal clerks and route agents | 14 | Forfeited bail | 1 |
| Letter carriers | 23 | Proceedings dismissed | 40 |
| Mail carriers | 23 | Awaiting trial | 182 |
| Other employes | 6 | | |
| Burglars | 4 | | |
| All others for various offenses | 305 | | |
| Total | 441 | Total | 441 |

SUBJECT TO JURISDICTION OF STATE COURTS.

| | | | |
|---------------------|-----------|-----------------------------|-----------|
| All offenders | 55 | Convicted | 14 |
| | | Acquitted | 7 |
| | | Escaped from custody | 2 |
| | | Proceedings dismissed | 5 |
| | | Awaiting trial | 3 |
| Total | 55 | Total | 55 |

CASES ACTED UPON BY INSPECTORS.

The total number of cases referred to inspectors for investigation during the year was 42,423. They are classified as—

1. *Registered cases, Class A, 7,082.*—This class of cases embraces all alleged depredations upon the registered mail, and includes complaints of losses, rifling, wrong delivery, and suspected attempts at opening registered letters. The complaints are both of foreign and domestic origin. The number of registered letters reported lost was 5,087, of which 2,438 were domestic and 2,649 were foreign. By foreign is meant letters going to or coming from foreign countries. Of the domestic letters, 1,481 contained money and other valuable inclosures, and 957 contents not specified. Of the domestic letters 968 were reported as having been delivered, recovered or satisfactorily accounted for, viz: 564 with valuable inclosures, and 404 contents not specified. Of the 1,244 complaints of rifled letters, investigation showed that in 202 cases the claim of valuable inclosure was false. Only 30 registered letters were reported as having been tampered with, and investigation of 11 cases disclosed the fact that there had been no loss. Registered packets (third and fourth class matter) reported lost were 329, of which 193 were found to have been delivered; 18 complaints of rifled packets were received, 9 of the complaints were discovered to be without foundation; 254 complaints were made of loss or separation of registered packets from the registered-package envelope.

Investigation of 134 of these showed that no loss either to sender or addressee had occurred. Forty-five cases of detention were reported; upon investigation of 22 cases no loss was found to have occurred. The wrong delivery of 75 letters was reported. Thirty-seven upon investigation were found to have resulted in no loss. There are still outstanding 1,940 cases undergoing investigation.

Of the complaints in foreign cases, viz, 2,675, 2,085 were found to have been accounted for satisfactorily, leaving 573 cases still undergoing investigation, and 17 in which no discovery could be made and which were closed as lost.

The disbursements of money collected on account of lost and rifled registered letters and packets amounted during the year in 358 cases to \$10,906.06. Of the total number of complaints of depredations upon the registered mail investigation showed that in 4,076 no loss had occurred; that in 493 actual loss had resulted. There are now undergoing investigation 2,513 cases, and should the proportionate loss be as great in these outstanding cases as in those already reported upon it would be estimated as 233. Adding this estimate to the actual losses, 493, we have 726, an unusually small proportion.

These losses include those from all causes, fire, burglary, highway robberies, casualties, and ordinary thefts. By comparing this number 726 with the total number of letters and packets registered during the year, 9,627,922, it is worthy of remark that the safety of the registered mail is demonstrated.

2. *Ordinary cases, Class B, 30,829.*—This class of cases includes all complaints of depredations upon the ordinary mail; 21,527 letters were reported lost, 5,180 with valuable inclosures, and 6,347 contents not specified. Of this number, 2,175 were found to have been delivered. The number of ordinary packets reported lost was 8,342, of which 850 were found to have been delivered or satisfactorily accounted for. The disbursements of money recovered on account of lost ordinary letters amounted in 57 cases to \$363.40.

During the year 387 post-offices were reported to have been burglarized and 116 to have been burned; 39 mails were robbed by highwaymen, and it is gratifying to note that this number is less than half those reported in the fiscal year ending June 30, 1881. Ten mails were burned in postal cars in railway accidents, 50 were lost by carriers in floods, snow blockades, and from other causes; 124 complaints of depredations by postmasters were received. Investigation of 32 of these showed the complaint to have been groundless.

3. *Miscellaneous cases, Class C, 4,512.*—This class embraces cases not strictly speaking mail depredations, but which are most important in their character.

It includes the inspection of post-offices, solvency of the sureties on the bonds of postmasters at money-order offices, and miscellaneous complaints of all kinds.

The amount of money collected by inspectors in this class of cases during the year amounted to \$23,381.20.

Recapitulation of cases reported on by inspectors during the fiscal year ending June 30, 1882:

| | |
|----------------------------------------------------------------------|---------|
| Registered cases, including those referred in previous years..... | 5, 890 |
| Ordinary cases, including those referred in previous years | 31, 460 |
| Miscellaneous cases, including those referred in previous years..... | 4, 678 |
| Total | 42, 028 |

Very respectfully,

DAVID B. PARKER,
Chief Post-Office Inspector.

ESTIMATES
OF THE
APPROPRIATIONS FOR THE POSTAL SERVICE
FOR THE
FISCAL YEAR ENDING JUNE 30, 1884.

1 P M G

ESTIMATES

OF THE

APPROPRIATIONS FOR THE POSTAL SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1884.

OFFICE OF THE POSTMASTER-GENERAL.

| | |
|-----------------------------------------------------------------------------------------------------------------------------------|--------------|
| Mail depredations and post-office inspectors, including amounts necessary for fees to United States marshals, attorneys, &c | \$225,000 00 |
| Advertising | 50,000 00 |
| Miscellaneous items in the office of the Postmaster-General | 2,000 00 |

OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL.

| | |
|-------------------------------------------------|---------------|
| Compensation to postmasters | 10,134,091 25 |
| Clerks in post-offices | 4,850,000 00 |
| Letter-carriers | 3,600,000 00 |
| Wrapping-paper | 25,000 00 |
| Wrapping-twine | 55,000 00 |
| Marking and rating stamps | 25,000 00 |
| Letter balances, scales, and test-weights | 25,000 00 |
| Rent, fuel, and light | 450,000 00 |
| Office furniture | 30,000 00 |
| Stationery | 65,000 00 |
| Ink for stamping and canceling purposes | 10,000 00 |
| Pads for stamping and canceling purposes | 10,000 00 |
| Miscellaneous and incidental items | 90,000 00 |

OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

| | |
|------------------------------------------------------------------------------------|---------------|
| Inland transportation, railroad routes | 12,000,000 00 |
| Railway post-office car service | 1,626,000 00 |
| For necessary and special facilities on trunk lines | 600,000 00 |
| Inland transportation, steamboat routes | 700,000 00 |
| Inland transportation, star routes | 5,500,000 00 |
| Railway post-office clerks | 3,977,120 00 |
| Mail-messengers | 850,000 00 |
| Mail locks and keys | 20,000 00 |
| Mail-bags and mail-bag catchers | 220,000 00 |
| Miscellaneous items in the office of the Second Assistant Postmaster-General | 1,000 00 |

OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL.

| | |
|--------------------------|------------|
| Postage stamps | 130,000 00 |
| Expenses of agency | 8,100 00 |

REPORT OF THE POSTMASTER-GENERAL.

| | |
|----------------------------------------------------------------------------------|--------------|
| Stamped envelopes, newspaper wrappers, and letter sheets..... | \$632,000 00 |
| Expenses of agency..... | 16,000 00 |
| Postal cards..... | 253,000 00 |
| Expenses of agency..... | 7,300 00 |
| Registered-package, post-office, and dead-letter envelopes | 140,000 00 |
| Ship, steamboat, and way letters | 1,500 00 |
| Engraving, printing, and binding drafts and warrants | 2,000 00 |
| Miscellaneous items in the office of the Third Assistant Postmaster-General..... | 1,000 00 |

OFFICE OF THE SUPERINTENDENT OF FOREIGN MAILS.

| | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| Transportation of foreign mails | 350,000 00 |
| Balances due foreign countries, including the United States' portion of the expenses of the International Bureau of the Universal Postal Union and the subscription of the department for the monthly journal (L'Union Postale) of that bureau..... | 60,000 00 |
| Total | 46,741,111 25 |
| Estimated amount which will be provided by the department from its own revenues, based upon an annual increase of 10 per cent. on the revenues for the fiscal year ended June 30, 1882..... | 50,670,456 27 |
| Surplus of estimated postal revenue over estimated expenditures..... | 3,929,345 02 |

NOTE.—The postal revenue, estimated at an annual increase of 10 per cent. on the revenue for the last fiscal year, will, for the year ending June 30, 1884, amount to \$50,670,456.27, or \$3,929,345.02 more than the estimated expenditures for the same fiscal year. The increase of receipts for the last over the previous fiscal year was at the rate of 13.8 per cent. At the close of the last fiscal year there remained a handsome surplus of receipts over expenditures, and the receipts are now increasing at a much greater rate than the expenditures. Hence no appropriation will be required from the general Treasury to aid the postal revenue in meeting the estimated expenditures for the coming fiscal year, unless there should be changes in the rates of postage, or in the classification of mail matter, injuriously affecting the revenue. A deficiency appropriation from the Treasury of \$2,152,258 for the year ending June 30, 1882, remains undrawn, and it is not believed that it will be necessary to draw any portion of the \$1,902,177.90 appropriated to supply deficiencies in the postal revenue for the current fiscal year.

T. O. HOWE,
Postmaster-General.

OFFICE OF THE POSTMASTER-GENERAL,
November 1, 1882.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 23, 1882.

SIR: I have the honor to submit herewith, for your consideration, a table showing the estimates of appropriations required for the service of the Post-Office Department for the fiscal year ending June 30, 1884, prepared in accordance with your directions. The communications from the several officials from whose estimates the table was compiled, and explanatory thereof, will also be found herewith, marked from A to F.

Very respectfully, your obedient servant,

A. D. HAZEN,
Third Assistant Postmaster-General.

Hon. T. O. HOWE,
Postmaster-General.

A.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF CLERK TO THE POSTMASTER-GENERAL,
Washington, D. C., October 18, 1882.

SIR: In compliance with your request of October 2, I have the honor to inform you that the following are the estimates of appropriations necessary for the office of the Postmaster-General for the fiscal year ending June 30, 1884, viz:

| | |
|---------------------------------------------------------------------------------------------------------------------------------|-----------|
| Mail depredations and post-office inspectors, including amounts necessary for fees to United States marshals and attorneys..... | \$225,000 |
| Advertising | 50,000 |
| Miscellaneous items in the office of the Postmaster-General..... | 2,000 |

Letter of the chief post-office inspector on the subject is herewith inclosed.

Very respectfully,

F. H. HOWE,
Chief Clerk.

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

B.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., October 21, 1882.

SIR: I have the honor to acknowledge the receipt of your communication of the 3d instant, asking that you be furnished with an estimate of appropriation for mail depredations and post-office inspectors for the fiscal year ending June 30, 1884.

The force of inspectors now employed upon the general work of the inspection of post-offices, correction of irregularities, the investigation of all depredations on the mails, assisting the contract office in determining and arranging post-routes, and other miscellaneous duties, as well as those detailed to the money-order, free-delivery, and railway mail service, are rendering most important and valuable aid in their several branches. Their duties are continuous and arduous, and their compensation should be increased.

At present ten inspectors are paid \$2,500 each per annum, the others not exceeding \$1,600. A per diem allowance not exceeding \$5 is made to cover expenses incurred while actually traveling upon official business. This allowance covers sleeping-car fares and all other necessary expenses, except transportation, and is now based upon the ascertained requirements of the different sections where inspectors are located, varying from \$3 minimum to \$5 maximum per day. From this it will be seen that inspectors of the Post-Office Department are not now paid salaries equal to those received by similar officers of the Treasury and other departments. In the Treasury Department special agents, whose duties are analogous to those of the post-office inspectors, receive salaries varying from \$2,190 to \$2,920 per annum. In addition to this compensation the expenses of special agents of the Treasury are paid by the department. The Indian inspectors of the Interior Department are paid \$3,000 each per annum, and their expenses also are paid by the government. Nor is the compensation of post-office inspectors as large as that of postmasters and assistant postmasters at first and second class post-offices, to instruct whom is frequently an inspector's duty.

I therefore beg to recommend that the appropriation for mail depredations and post-office inspectors for the fiscal year ending June 30, 1884, be increased to \$225,000, and that legislation be suggested as follows:

The Postmaster-General may grade inspectors appointed by him in accordance with section 4017 Revised Statutes in the following manner: Not exceeding fifteen in number shall receive \$2,500 each per annum, not exceeding fifteen others may receive \$2,000 each, and the remainder may receive not exceeding \$1,600 each. In addition to this compensation they may be allowed for their expenses while actually traveling upon official business such an amount as may be determined by the Postmaster-General as necessary in each case, not exceeding \$5 per diem, payable only for time spent away from the inspector's residence while traveling upon the business of the department.

I am, sir, very respectfully,

DAVID B. PARKER,
Chief Inspector.

FRANK H. HOWE, Esq.,
Chief Clerk to the Postmaster-General.

C.

POST-OFFICE DEPARTMENT,
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 23, 1882.

SIR: Agreeably to your request, I submit herewith estimates of the appropriations necessary for the use of this office for the fiscal year ending June 30, 1884, under the following heads, viz :

| | |
|-----------------------------------------------|----------------------|
| For compensation to postmasters..... | \$10,134,091 25 |
| For clerks in post-offices..... | 4,850,000 00 |
| For free-delivery service..... | 3,600,000 00 |
| For rent, fuel, and light..... | 450,000 00 |
| For office furniture..... | 30,000 00 |
| For stationery in post-offices..... | 65,000 00 |
| For miscellaneous and incidental items..... | 90,000 00 |
| For wrapping-paper..... | 25,000 00 |
| For wrapping-twine..... | 55,000 00 |
| For marking and rating stamps..... | 25,000 00 |
| For letter balances and scales..... | 25,000 00 |
| Ink for stamping and canceling purposes..... | 10,000 00 |
| Pads for stamping and canceling purposes..... | 10,000 00 |
| Total estimate | 19,369,091 25 |

or \$2,227,091.25 more than the appropriation for the current year.

COMPENSATION TO POSTMASTERS.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years :

| | 1880-'81. | 1881-'82. | Increase. |
|---------------------|----------------|----------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates | \$7,550,000 00 | \$7,800,000 00 | ..... |
| Appropriations..... | 7,500,000 00 | 7,800,000 00 | ..... |
| Expenditures..... | 8,298,742 79 | 8,964,676 72 | 8.02 |
| Deficiency..... | 798,742 79 | 1,164,676 72 | 45.81 |

From the above it will be perceived that the expenditures for the fiscal year ended June 30, 1882, exceeded the appropriation for that period in the sum of \$1,164,676.72. In anticipation of a large deficiency, Congress, at its last session, upon the recommendation of the Postmaster-General, appropriated the sum of \$1,192,206.88, or so much thereof as might be necessary, to meet the deficit for this item during the fiscal year. The deficiency reported by the Auditor (\$1,164,676.72) is not so large as the amount appropriated by \$27,530.66; but it is expected that when the delayed returns from postmasters for the year shall have been received, the whole amount appropriated by Congress will be expended. The expenditures for the past fiscal year were also greater than those of the previous year in the sum of \$665,933.93, or 8.02 per cent.

The expenditures for the past year also exceed the appropriation (\$8,800,000) for the current fiscal year by \$164,676.72.

From the foregoing it will appear that a very much larger appropriation for compensation to postmasters should be made for the next fiscal year.

It has been ascertained that the compensation of postmasters bears a direct relation to the gross receipts of the department. The present law

regulating the compensation of postmasters of the fourth class went into operation the 21st July, 1878.

During the first fiscal year of the change, ended June 30, 1879, it required 23.9 per cent. of the gross receipts to pay the compensation of postmasters.

During the fiscal year ended June 30, 1880, 23.1 per cent. was required; for the year ended June 30, 1881, 22.5 per cent. was required; and for the year ended June 30, 1882, 21.4 per cent. was necessary.

It will thus be seen that the decrease in percentage of compensation to postmasters to the gross receipts has been a steady one; and this is only natural, since the great bulk of the receipts is collected at the larger offices, where the salaries are fixed by law. The receipts for the fiscal year ending June 30, 1884, based on an increase of 10 per cent. upon the last fiscal year, have been estimated at \$50,670,456.27. It is believed that not more than 20 per cent. of this amount will be required to pay postmasters for the next fiscal year. Upon this basis it is estimated that \$10,134,091.25 will be necessary for the compensation of postmasters for the year ending June 30, 1884. This amount will be \$1,334,091.25 greater than the amount (\$8,800,000) appropriated for the present fiscal year, or an increase of 15.16 per cent.

An essential element in the above estimate is the increase under the biennial readjustment of July 1st last in the salaries of postmasters at first, second, and third class offices, amounting to \$563,400 more than was paid last year.

CLERKS IN POST-OFFICES.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows:

| | 1880-'81. | 1881-'82. | Increase. |
|----------------------|----------------|----------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates | \$3,850,000 00 | \$3,850,000 00 | |
| Appropriations | 3,680,000 00 | 3,850,000 00 | 7.33 |
| Expenditures | 3,676,756 22 | 3,908,396 60 | 6.30 |

The appropriation of \$3,850,000 for the fiscal year ended June 30, 1882, was found, after six months of the year had expired, to be inadequate for the necessities of the service, and upon the recommendation of the Postmaster-General an additional \$100,000 for the year was appropriated by Congress on the 6th of March last for this item, making the whole amount \$3,950,000. This appropriation was \$270,000, or 7.33 per cent. greater than for the previous year. The appropriation for the present fiscal year is \$4,385,000.

The expenditures for the last fiscal year amounted to \$3,908,396.60, or \$41,603.40 less than the appropriation. In no other fiscal year have the requests for additional allowances for clerical service and separating mails in post-offices been so numerous or so urgent as the past. These requests have been made by postmasters in all sections of the country, but they have been especially necessary in the rapidly growing portions of the West and Southwest. Postmasters at many of the principal cities in the older States have also applied for additional allowances for clerk-hire, in consequence of the great increase of the business of their offices from registered matter, merchandise passing through the mails,

and from other causes. After the passage of the act granting \$100,000 additional for this purpose for the past fiscal year, I found myself somewhat embarrassed, owing to many deserving applications, in making a proper disposition of it.

The commission referred to in my report to the Postmaster-General was determined upon as a measure of relief, as well as with a view to the better organization of the service in several of the large cities. The adoption of their recommendations resulted in a considerable saving of funds, and furnished a better basis for making future allowances at the offices visited. This did not afford sufficient relief, however, nor have I yet been able, with the appropriation at my command, to grant all the requests from the South and West, which are equally urgent, though the revenue derived from these offices is not so large as from many in the North and East; nor is it in numerous instances at all in proportion to the great amount of labor required.

I have therefore estimated the amount necessary to be appropriated for clerks in post-offices for the fiscal year ending June 30, 1884, at \$4,850,000, which is \$465,000, or 10.6 per cent., greater than the appropriation for the current year. I consider this amount absolutely requisite to meet the rapidly increasing and important requests of this character which are constantly being received, and are made necessary by the remarkable expansion of postal business in all sections of the country.

FREE-DELIVERY SERVICE.

The following were the estimates, appropriations, and expenditures for this service, and the incidental expenses thereof, during the two past fiscal years:

| | 1880-'81. | 1881-'82. | Increase. |
|----------------------|------------------|------------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates | \$2, 500, 000 00 | \$2, 700, 000 00 | ..... |
| Appropriations | 2, 500, 000 00 | { 2, 600, 000 00 | { 5 |
| Expenditures | 2, 409, 911 54 | { 2, 623, 262 74 | { 4.93 |

This system was in operation on the 30th of June last in 112 of the principal cities of the country, and employed 3,115 carriers. It has been extended to 25 other cities since that date.

The regular appropriation of \$2,600,000 for the past fiscal year was increased in the sum of \$25,000, to meet an anticipated deficiency, making \$2,625,000 for the period, and an increase of \$125,000, or 5 per cent., over that of the previous year. The expenditures were \$2,623,262.74 for the fiscal year, or \$1,737.26 less than the appropriation. The cost of the service was increased \$123,351.20 over that of the preceding year, principally owing to the appointment of additional carriers in cities where the service was already in operation. The service was extended to only three cities during the year.

The postage on local matter for the year was \$3,816,576.09, an increase of \$542,945.70 for the year. The average cost per piece for handling matter was 2.3 mills, a decrease of 0.1 mill as compared with the last year. The average cost per carrier was \$835.75, a decrease of \$37.79.

The appropriation for the present fiscal year is \$3,100,000, of which amount \$200,000 was appropriated by the terms of the act of August

2, 1882, which law requires the promotion of carriers to the next higher grade after one year's service.

For the fiscal year ending June 30, 1884, it is estimated that an appropriation of \$3,600,000 will be required in order that free delivery may be extended to other cities possessing the necessary qualifications, either of population (20,000) or of gross revenue (\$20,000) from the post-office; that provision may be made for the development of the service where it already exists, and that the pay of certain carriers may be increased under the provisions of the law above mentioned.

The increase of estimate is \$400,000, or 12 per cent. more than the amount appropriated for the current year.

A detailed explanation of the expenses of this service, as well as of its popularity and usefulness, will be found in my annual report to the Postmaster General.

RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this item for the two last fiscal years were as follows:

| | 1880-'81. | 1881-'82. | Increase. |
|----------------------|--------------|--------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates | \$450,000 00 | \$500,000 00 | ..... |
| Appropriations | 425,000 00 | 425,000 00 | ..... |
| Expenditures | 382,714 86 | 401,978 04 | 5.03 |

The estimate for these items for the fiscal year ending June 30, 1884, is \$450,000, the same as the appropriation for the current year, and it exceeds the expenditures for the past year in the sum of \$48,021.96, or 11.94 per cent. By law allowances of this character are made only at offices of the first and second classes, or where the salaries of the postmasters are \$2,000 and upwards per annum, and they are usually based upon the amounts received at the different offices from box-rents and the commissions upon the sales of stamps. The increase in these allowances during the past fiscal year over that of the preceding one was \$19,263.18, or 5.03 per cent. Of the whole amount expended, about \$305,000 was for rent of buildings for post-offices.

It has been my endeavor during the time I have been in the department to secure for use, when permitted to do so by the postal laws, a better class of buildings in the different cities for post-offices than have heretofore been occupied, and my efforts have been attended with considerable success in many places. Still further improvements can be made and advantages secured in this particular, as the inhabitants of the larger cities (where government buildings do not exist) have become aware of the importance of a well-built and well-finished structure for postal business. With this object in view I consider that an appropriation of \$450,000 would not be excessive for these items.

I am also of the opinion that some provision should be made by Congress by which postmasters of the third class, whose salaries are \$1,000 and less than \$2,000 per annum, should, to a certain extent, be relieved from the payment of the rent of their offices out of their salaries. Considering that the revenues of the department for the past fiscal year exceeded the expenditures, it seems to me that liberality could be observed in this direction.

OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two years were as follows:

| | 1880-'81. | 1881-'82. | Increase. |
|----------------------|-------------|-------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates | \$20,000 00 | \$25,000 00 | ..... |
| Appropriations | 20,000 00 | 20,000 00 | ..... |
| Expenditures | 10,296 87 | 2,716 64 | 7.35 |

The appropriation for this item for the present fiscal year is \$20,000, or the same as for the previous year, and, in my judgment, is entirely too small for the purpose. The postal affairs of the country cannot be properly and expeditiously conducted unless the offices are furnished with suitable facilities in the way of furniture, such as tables for assorting the mails, desks for writing, racks for hanging the mail-bags, and many other articles which are absolutely necessary for the proper transaction of business. I regret to say that within my own knowledge there are many post-offices so ill-provided in these respects that it is a source of unfavorable comment by their patrons upon the departmental management. Many postmasters have been compelled to provide articles of furniture at their own expense, and assume the risk of disposing of them to their successors. Especially is this the case in the matter of safes, which are indispensable in all of the larger offices. During the past year the applications of postmasters to have offices supplied with them have been more numerous than ever before. Considering that it was, to a certain extent, both economical and proper to provide safes for many of the important offices where much registered matter is sent for distribution to other points, I have made quite a number of allowances for that purpose during the year, and the bills for such items having been presented earlier than was anticipated, a deficiency of \$716.64 has thereby been created. I have estimated the amount requisite for this item for the fiscal year ending June 30, 1884, at \$30,000, an increase of 50 per cent. over the appropriation for the present year, and firmly believe the public interests require it.

STATIONERY IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years:

| | 1880-'81. | 1881-'82. | Increase. |
|----------------------|-------------|-------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates | \$50,000 00 | \$60,000 00 | ..... |
| Appropriations | 50,000 00 | 50,000 00 | ..... |
| Expenditures | 49,238 45 | 56,517 28 | 14 |

The appropriation for stationery for the current fiscal year is \$55,000, which is \$5,000, or 10 per cent., more than was granted for either of the two previous years, while the expenditures for the year 1881-'82 exceeded the appropriation for this item, for the same period, in the sum of \$6,517.28, thereby causing a deficiency for the year of that amount.

The expenditures for the past year were greater than those of the previous year by \$7,278.83, or 14 per cent.

I much regret that a deficiency should have occurred for stationery during the past year. The causes were that no increase was made in the appropriation for this item for the year, although an estimate for \$10,000 additional was made; that the requests for the articles used under this item are becoming more numerous and urgent each year, and in the same degree in which the postal business is augmented; and further, that by the regulations of the department, postmasters at first and second class offices (the only ones who are entitled to allowances for these items) are permitted to purchase the necessary stationery without making application to the department for the same. The stationery used by many post-office inspectors and railway mail service superintendents has also been paid for out of this item.

It is the first time that a deficiency in this appropriation has occurred in several years, and it could have been avoided if the returns of the postmasters to the Auditor were readily accessible at the end of each quarter. The estimate for this item for the next fiscal year has been placed at \$65,000, an increase of \$10,000, or 18 per cent., over that of the current year, and I know of no good reason why that appropriation should not be made.

MISCELLANEOUS AND INCIDENTAL ITEMS.

The following were the estimates, appropriations, and expenditures for these items during the two past fiscal years:

| | 1880-'81. | 1881-'82. | Increase. | Decrease. |
|----------------------|-------------|--------------|------------------|------------------|
| | | | <i>Per cent.</i> | <i>Per cent.</i> |
| Estimates | \$90,000 00 | \$100,000 00 | | |
| Appropriations | 85,000 00 | 90,000 00 | 5.88 | |
| Expenditures | 80,989 15 | 68,594 76 | | 15.30 |

The appropriation for the present fiscal year is \$90,000, or the same as for the last year, and is but \$5,000, or 5.88 per cent., greater than that for the year ended June 30, 1881. It will be perceived that the expenditures for the past fiscal year were \$12,394.39, or 15.30 per cent., less than for the year previous. This was mainly due to the fact that the expenses for the miscellaneous and incidental items of the railway mail service, heretofore charged to this office, were, during the last half of that fiscal year, transferred to the accounts of the Second Assistant Postmaster-General's office, in the absence of any specific appropriation therefor. Nevertheless I do not anticipate that the expenditures for these items will again be as low as they were during the past year.

The same necessity exists as heretofore for the rental of telephones, for telegraphic communications, and the many other expenses incidental to the proper dispatch of business in post-offices, and must necessarily increase in proportion as the country expands and the postal business increases. Post-offices cannot be successfully conducted without the numerous little appliances to facilitate business which are ordinarily seen in other large public and private establishments; and I have therefore estimated the amount necessary for these items for the next fiscal year at \$90,000, or the same as appropriated for the present year.

BLANK AGENCY.

Some time prior to my report of last year this division of the department was detached from this bureau and assigned by the Postmaster-General to his office; hence no estimates were then prepared by me for its appropriations.

The division having been since restored to the office of the First Assistant Postmaster-General, the estimates for its service are again submitted by that officer.

WRAPPING-PAPER.

The estimates, appropriations, and expenditures for this article for the two past fiscal years were as follows:

| | 1880-'81. | 1881-'82. | Increase. | Decrease. |
|---------------------|-------------|-------------|------------------|------------------|
| | | | <i>Per cent.</i> | <i>Per cent.</i> |
| Estimates..... | \$20,000 00 | \$20,000 00 | | |
| Appropriations..... | 20,000 00 | 20,000 00 | 25 | |
| Expenditures..... | 24,900 00 | 19,968 59 | | 19.70 |

The appropriation for this item for the current fiscal year is \$22,000, or 10 per cent. over the expenditures of the last year.

In anticipation of a deficiency for this article during the past year, an additional appropriation of \$5,000 was asked for. It was not given, however, until very late in the session (August 5, 1882), and consequently was not available during the fiscal year. It will be observed that the expenditures for the fiscal year 1880-'81 were \$4,906.51 greater than for the last year, which was owing to the greater demand by postmasters for wrapping-paper, and a higher contract price for the article.

To meet the possible increase in the price of wrapping-paper, and to provide for the additional demand, especially for properly preparing packages of registered matter and merchandise for mailing, I have estimated the appropriation requisite for the fiscal year ending June 30, 1884, at \$25,000, or the same as the total amount granted last year, and an increase of 13.63 per cent. over the present appropriation.

WRAPPING-TWINE.

The following were the estimates, appropriations, and expenditures for this item during the two past fiscal years:

| | 1880-'81. | 1881-'82. | Decrease. |
|---------------------|-------------|-------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates..... | \$50,000 00 | \$55,000 00 | |
| Appropriations..... | 55,000 00 | 55,000 00 | |
| Expenditures..... | 84,603 38 | 62,764 64 | 37.64 |

The appropriation for the present fiscal year is \$55,000, or the same as for the preceding year. It is also an increase of 4.25 per cent. over the expenditures for this article for the last fiscal year. It will be noticed that the expenditures for the year ended June 30, 1881, were \$31,848.74, or 60.37 per cent. in excess of those for the past year. This was mainly due to the high contract price of the article as compared with previous years. Hence it will be seen that an estimate cannot easily be made for a commodity which is so liable to fluctuate in value, but I submit the same estimate for the year ending June 30, 1884, as for the last year,

\$55,000, in the hope that it will be sufficient to cover all contingencies. This amount is the same as the appropriation for the present year.

MARKING AND RATING STAMPS.

The estimates, appropriations, and expenditures for these articles for the past two fiscal years were as follows:

| | 1880-'81. | 1881-'82. | Increase. |
|----------------------|-------------|-------------|------------|
| Estimates | \$15,000 00 | \$15,000 00 | ..... |
| Appropriations | 13,500 00 | 15,000 00 | \$1,500 00 |
| Expenditures | 13,499 50 | 14,144 30 | 644 80 |

The appropriation for these items for the current fiscal year is the same as for the last one, \$15,000, and exceeds the expenditures for the past year in the sum of only \$855.70.

The expenditures for the fiscal year just closed were but \$644.80 greater than those for the year previous. It will therefore be perceived that the recent appropriations for the above articles have not been at all extravagant.

I have estimated the appropriation necessary for these items for the fiscal year ending June 30, 1884, at \$25,000, an increase of \$10,000, or 66 $\frac{2}{3}$ per cent., over that for the present year; and have done so for the following reasons:

By the postal regulations it is necessary that the gross receipts of a post-office should be \$50 per annum to entitle it to receive a letter balance and a marking and rating stamp at the expense of the department. This regulation has been productive of much inconvenience both to the postmaster and the public, and has undoubtedly been the cause of considerable loss of revenue to the department, from the failure of the postmaster to properly weigh, rate up, and cancel the postage-stamps upon the mailable matter deposited in his office. The number of post-offices so deprived of these facilities for postal business is estimated at 10,000, and at these offices such stamps as are used have been paid for by the postmaster.

The Postmaster-General having called the attention of Congress to this matter, an appropriation of \$35,000 was made at the last session for the purpose of partially remedying it, and already under the law about 800 fourth-class offices have been supplied "with the necessary implements for canceling stamps and weighing and postmarking mail matter," the limit being the value of \$5 to each office. Itemized, this expense is about as follows:

| | |
|--------------|--------|
| Scales | \$2 80 |
| Stamp | 79 |
| Pad | 60 |
| Ink | 40 |
| Total | 4 59 |

The above appropriation for this purpose will therefore supply about 7,000 post-offices, and it is with a view of furnishing the remaining 3,000 with these implements, and also supplying all new offices with these materials, that the increase of \$10,000 is in part asked for. Postmasters at many of the larger offices also frequently request to be furnished with new marking and rating stamps, in consequence of the old ones having become damaged or inaccurate. Ordinarily these stamps have to be renewed in all offices after from two to four years' use.

The following were the estimates, appropriations, and expenditures for these items for the two past fiscal years:

| | 1880-'81. | 1881-'82. | Increase. |
|---------------------|-------------|-------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates..... | \$10,000 00 | \$10,000 00 | ..... |
| Appropriations..... | 8,000 00 | 10,000 00 | 25.00 |
| Expenditures..... | 7,997 80 | 10,000 00 | 25.08 |

The appropriation for these articles for the current fiscal year is \$15,000, or 50 per cent. more than for the previous one, and it is likewise 50 per cent. more than the expenditures for the past year, which exceeded those of the fiscal year 1880-'81 in the sum of \$2,002.20, or 25.03 per cent.

In my remarks above in connection with a largely increased estimate for the articles of marking and rating stamps, I have substantially assigned reasons why a much larger appropriation should also be made for letter-balances, scales, and test-weights. I therefore consider further explanation unnecessary for submitting an estimate of \$25,000 for these items. This is an increase of \$10,000, or 66 $\frac{2}{3}$ per cent., over the present appropriation, and, in my opinion, is fully justified by the benefit expected to be conferred upon the department if it shall be given.

INK FOR STAMPING AND CANCELING PURPOSES.

This item has not been before included in the regular estimates.

In pursuance of the policy adopted at the last session of Congress with reference to fourth-class offices, alluded to above in my estimate for marking and rating stamps, I am of the opinion that it should hereafter be annually mentioned as necessary. In order, therefore, that post-offices now denied this article at departmental expense may be supplied therewith, I have to suggest that \$10,000 be asked for this item for the next fiscal year.

In this connection I desire to say, that of the many articles used by postmasters in the transaction of their business, none is of comparatively more value in its relations to the revenue of the department than ink for stamping and canceling purposes. Unless it is of superior quality, and uniformly used, many irregularities must occur in postal matters, and the proceeds of the sales of many stamps must be neutralized by their imperfect cancellation. I am aware that the matter of procuring an ink suitable in color, and at the same time indelible, and furnishing it without expense to all postmasters for use in their postal business, has been many times under consideration by the department. Postmasters at first and second class offices have found it absolutely necessary to use the best quality of ink they could procure, and their returns for the expense of the same have been made and allowed in their quarterly accounts. Postmasters at many other offices have been in the habit of furnishing, at their own expense, stamping ink of various colors and grades, which in many instances have not proved at all suitable for the purpose. Under these circumstances I consider that if Congress would give its attention to this matter, and authorize the Postmaster-General to expend a suitable amount of money for the purchase of a proper ink for canceling purposes, to be used in all post-offices, such

action would be of inestimable benefit to the department. I hope that you will take occasion to recommend that this be done.

PADS FOR STAMPING AND CANCELING PURPOSES.

This item has not before been estimated for in the usual manner. The provision made for their purchase at fourth-class offices, referred to under the head of marking and rating stamps, necessitates an estimate for them for the next fiscal year. I suggest that \$10,000 be appropriated for these articles, as they are a necessary accompaniment wherever stamping ink is used for canceling purposes.

DEPARTMENTAL PRINTING, BINDING, ETC.

The estimate for this item for the next fiscal year has been prepared in this office, and forwarded by the Postmaster-General to the Secretary of the Treasury, in accordance with the previous practice.

DEPARTMENTAL STATIONERY.

The estimate for this item has been prepared, and will be addressed, according to custom, to the Postmaster-General, who will include it in the statement to be submitted by him relative to estimates for other departmental expenses for the next fiscal year.

The aggregate of the above estimate is, as before stated, \$19,369,091.25, which is \$2,227,091.25, or 12.99 per cent., more than the appropriations for the current fiscal year.

A tabular statement, marked E, will be found appended to these estimates, giving further information in regard to them.

SUMMARY.

Estimate for 1881-'82, \$15,135,000.

Estimate for 1882-'83, \$16,777,000; increase, \$1,642,000, or 10.80 per cent.

Estimate for 1883-'84, \$19,369,091.25; increase, \$2,592,091.25, or 15.45 per cent.

Appropriation for 1881-'82, \$16,257,206.88.

Appropriations for 1882-'83, \$17,142,000; increase, \$884,793.12, or 5.44 per cent.

Expenditures for 1880-'81, \$15,138,650.66.

Expenditures for 1881-'82, \$16,141,035.31; increase, \$1,002,384.65, or 6.62 per cent.

In closing the above statement, it is proper to say that unless the original appropriations for the past fiscal year had been, in some instances, considerably increased by subsequent legislation during the last session of Congress, the postal business, so far as the allowances of this bureau for the service are concerned, could not have been conducted so satisfactorily as it has been. I hope that an equally liberal spirit will be manifested by Congress in the consideration of the present estimates, and that there will be no hesitation among the members of that body in doing all that seems reasonable and proper to aid in promoting the efficiency of the postal service by granting the enlarged appropriation asked for.

Very respectfully,

FRANK HATTON,
First Assistant Postmaster-General.

Hon. T. O. HOWE,
Postmaster-General.

ESTIMATES FOR POST-OFFICE EXPENSES.

17

Recapitulation of estimates for the fiscal year ending June 30, 1884, for the office of the First Assistant Postmaster-General.

| Items. | Expenditures for 1880-81. | Appropriations for 1881-82. | Expenditures for 1881-82. | Increase of expenditures in 1881-82 over 1880-81. | Estimates for 1882-83. | Appropriations for 1882-83. | Estimates for 1883-84. | Increase of estimates for 1883-84 over appropriations for 1882-83. |
|----------------------------------------------------------|---------------------------|-----------------------------|---------------------------|---------------------------------------------------|------------------------|-----------------------------|------------------------|--------------------------------------------------------------------|
| For compensation to postmasters..... | \$6,286,742 79 | \$7,800,000 00 | \$8,964,076 72 | \$665,933 83 | \$8,800,000 00 | \$8,800,000 00 | \$10,184,091 25 | \$1,384,091 25 |
| Same, per act of August 5, 1882, deficiency..... | | 1,192,206 88 | | | | | | |
| For clerks in post-offices..... | 3,676,756 23 | 3,850,000 00 | 3,908,398 60 | 231,640 38 | 4,285,000 00 | 4,385,000 90 | 4,850,000 00 | 465,000 00 |
| Same, per act of March 6, 1884, additional..... | | 100,000 00 | | | | | | |
| For letter-carriers..... | 2,449,911 54 | 2,600,000 00 | 2,623,262 74 | 123,351 20 | 3,000,000 00 | 3,000,000 00 | 3,600,000 00 | 600,000 00 |
| Same, per acts of March 6, 1882, and August 7, 1882..... | | 25,000 00 | | | | | | |
| For rent, fuel, and light..... | 382,714 86 | 425,000 00 | 401,978 04 | 19,263 18 | 450,000 00 | 200,000 00 | 450,000 00 | |
| For office furniture..... | 19,204 87 | 20,000 00 | *20,716 64 | 1,419 77 | 25,000 00 | 20,000 00 | 30,000 00 | 10,000 00 |
| For stationery..... | 49,238 45 | 50,000 00 | 58,517 28 | 7,278 83 | 60,000 00 | 55,000 00 | 65,000 00 | 10,000 00 |
| For miscellaneous and incidental items..... | 80,989 15 | 90,000 00 | 68,584 76 | 112,394 39 | 100,000 00 | 90,000 00 | 90,000 00 | |
| For wrapping-paper..... | 24,800 10 | 20,000 00 | 19,963 59 | 14,906 51 | 22,000 00 | 22,000 00 | 25,000 00 | 3,000 00 |
| Same, per act of August 5, 1882, deficiency..... | | 5,000 00 | | | | | | |
| For wrapping-twine..... | 84,603 33 | 55,000 00 | 52,754 64 | 11,848 74 | 55,000 00 | 55,000 00 | 55,000 00 | |
| For marking and rating stamps..... | 13,699 50 | 15,000 00 | 14,144 30 | 1,444 80 | 15,000 00 | 15,000 00 | 25,000 00 | 10,000 00 |
| For letter balances and scales..... | 7,897 80 | 10,000 00 | 10,000 00 | 2,002 20 | 15,000 00 | 15,000 00 | 25,000 00 | 10,000 00 |
| For ink, stamping and canceling purposes..... | | | | | | | | |
| For padding and canceling purposes..... | | | | | | | | |
| Totals..... | 15,138,650 66 | 16,257,206 88 | 16,141,035 31 | 1,062,384 65 | 16,777,000 00 | 17,142,000 00 | 19,369,091 25 | 2,227,091 25 |

*Deficiency created, \$716.24.

†Deficiency created, \$6,517.78.

: Decrease.

D.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 18, 1882.

SIR: I beg leave to submit estimates of amounts required for the transportation of mails and items incident thereto for the fiscal year ending June 30, 1884, in answer to your note of the 2d instant.

STAR SERVICE.

The cost of star service for the year ending 30th June, 1882, was \$5,553,849, which is \$1,403,506 less than the cost on the 30th June, 1881, being a reduction of more than 20 per cent.

The reletting of the service in the Pacific section for the contract term commencing July 1, 1882, has resulted in a very large reduction in the cost of this service compared with the cost on June 30, 1882, sufficient, in the opinion of this office, to cover the cost of a liberal service on star routes for the present year and also for the ensuing year. The estimate for this item for 1884 is set down at \$5,500,000.

STEAMBOAT SERVICE.

The cost of the steamboat service on the 30th June, 1882, was \$574,019, a decrease compared with the cost for the previous year of \$179,148. The requirements of the public may involve additional steamboat service, and it is deemed expedient to estimate the cost for 1884 at \$700,000.

MAIL-MESSENGER SERVICE.

The cost of mail-messenger service for the year ending June 30, 1882, was \$724,207, or equivalent to \$7.20 for every mile of railroad service. Upon the same basis the cost for 1884 will be \$850,000, and the estimate is placed at this sum.

RAILROAD SERVICE.

The cost of railroad transportation on the 30th of June, 1882, (audited statement), was \$10,248,515, and new service remaining unpaid at the same date amounted to 3,464 miles, which will probably involve an additional expenditure of \$125,000, making the total cost about \$10,373,515, which is \$830,360 more than the cost to June 30, 1881. The increase in the mileage and rates of pay for the current fiscal year is not estimated for at as great a rate of increase as is shown between 1882 and 1881, for reasons that were explained in the last annual report, hence the appropriation for the present year is fixed at \$11,130,000. The reasons which formed the basis of that appropriation will not apply for the ensuing year, consequently the estimated rate of increase is somewhat greater. The appropriation for 1883, \$11,130,000, is accepted as the sum nearest to that which will be needed for 1884, and \$870,000 added for increase of rates on old routes, and for new service, making a total of \$12,000,000, which is 7.81 per cent. over the appropriation for 1883, and a little more than 14 per cent. over the cost and estimate for new service for 1882.

RAILWAY POST-OFFICE CARS.

The increased cost of the railway post-office service for 1882 over 1881 was \$100,000. The appropriation for the present year is \$1,526,000. It is estimated that \$100,000 in addition to that service, or \$1,626,000, will be sufficient for this item for 1884.

SPECIAL FACILITIES.

The appropriation for "special facilities" on the great lines for the current year is \$600,000. It is not clear that the discontinuance of the service secured by this expenditure would not result in injury to the public, and for this reason I suggest that a like sum, \$600,000, be appropriated for this item for 1884.

MAIL EQUIPMENT.

The expenditures for mail-bags, mail-catchers, and mail locks and keys, and the necessary repair of the same, absorbed the entire appropriation for these items, \$200,000 and \$25,000, for the year ending June 30, 1882. The rapid extension of the railroad system, the increased frequency of mails on railroad routes, and the large number of post-offices established on such lines render an increase in appropriation necessary for 1884. The estimate is therefore placed for mail-bags and mail-catchers at \$220,000; mail locks and keys, \$20,000.

RAILWAY POSTAL CLERKS.

The amount provided for railway postal clerks for the current year, by act July 31, 1882, is \$371,000. The rate of increase for the past six years has been 7.20 per cent. Estimating the cost upon the same basis, the amount required for 1884 will be \$3,977,120.

RECAPITULATION.

| | |
|--------------------------------------|-------------|
| For star service..... | \$5,500,000 |
| For steamboat service..... | 700,000 |
| For railroad service..... | 12,000,000 |
| For railway post-offices..... | 1,626,000 |
| For special facilities..... | 600,000 |
| For mail-messenger service..... | 850,000 |
| For mail-bags and mail-catchers..... | 220,000 |
| For mail locks and keys..... | 20,000 |
| For railway postal clerks..... | 3,977,120 |
| For miscellaneous items..... | 1,000 |

Very respectfully,

RICH'D A. ELMER,
Second Assistant Postmaster-General.

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

E.

**EXPLANATION OF ESTIMATES OF APPROPRIATIONS FOR THE OFFICE
OF THE THIRD ASSISTANT POSTMASTER-GENERAL FOR THE FISCAL
YEAR ENDING JUNE 30, 1884.**

I.—ADHESIVE POSTAGE STAMPS.

| | |
|----------------------------------------------------------------------------------------------------------------|------------------|
| For manufacture of ordinary postage stamps, of newspaper and periodical stamps, and of postage-due stamps..... | \$130,000 00 |
| <hr/> | |
| The number of these stamps issued during the fiscal year ended June 30, 1882, was | 1, 130, 470, 088 |
| Add 12 per cent. for increase..... | 135, 656, 410 |
| <hr/> | |
| Gives estimated issue for fiscal year ending June 30, 1883..... | 1, 266, 126, 498 |
| Add 12 per cent. for increase, as before..... | 151, 935, 179 |
| <hr/> | |
| Gives estimated number required for fiscal year ending June 30, 1884.. | 1, 418, 061, 677 |
| <hr/> | |
| Cost of manufacturing that number at present contract price, 9.19 cents per thousand..... | \$130, 319 86 |

The increase in the number of adhesive stamps of all kinds issued during the fiscal year ended on the 30th June last was a little over 17 per cent., but this rate of increase was an abnormal one, due in part to an unusual prosperity in the business interests of the country, and in part to a special cause which was explained in the report of last year (pp. 354 and 361, Report of Postmaster-General for 1881). Under ordinary conditions it would hardly be reasonable to expect an annual increase of more than 12 per cent., and accordingly the issues of the last year have been augmented at that rate to arrive at the probable number required for the ensuing fiscal year. The present contract does not expire until the 30th June, 1885, and this estimate has consequently been governed by existing prices. The estimate has, however, been placed in even figures at \$130,000. The appropriation for the current year is \$109,000; but from present indications this amount will hardly be sufficient to meet the demands of the year.

II.—POSTAGE-STAMP AGENCY.

| | |
|-------------------------------------------------------------------------------------------|------------|
| For pay of agent and assistants to distribute stamps, and for expenses of the agency..... | \$8,100 00 |
| <hr/> | |
| This estimate agrees in amount with the appropriation for the present year. | |

III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| For manufacture of stamped envelopes, newspaper wrappers, and letter sheets | \$632,000 00 |
| <hr/> | |
| The cost of the stamped envelopes and wrappers issued during the fiscal year ended June 30, 1882, at the prices in the contract which took effect October 1, 1882, would amount to | 477, 960 08 |
| Add 15 per cent. for increase..... | 71, 694 01 |
| <hr/> | |
| Gives estimated cost at same prices for fiscal year ending June 30, 1883.. | 549, 654 09 |
| Add 15 per cent. for increase, as before..... | 82, 448 11 |
| <hr/> | |
| Gives estimated cost for fiscal year ending June 30, 1884 | 632, 102 20 |
| <hr/> | |
| The appropriation for the current year is..... | 547, 000 00 |

The actual cost of stamped envelopes and wrappers issued during the last fiscal year was \$510,399.45; but a new contract was entered into for

four years from the 1st of October, 1882, at an average reduction of nearly 7 per cent. in previous prices, and the calculations in this estimate have accordingly been made upon the basis of the new prices. The increase in the number of envelopes and wrappers issued during the last fiscal year over that of the previous year was nearly 13 per cent.; but as the reduced prices are likely to largely augment the demand, allowance has been made for an annual increase of 15 per cent. in the issues. By law the cost of procuring stamped envelopes is added to the postage value in fixing the schedule of prices to the public, and the expenditure under this head is consequently refunded to the government when the envelopes are sold. Authority was granted by the sundry civil appropriation act passed at the late session of Congress to use the appropriation for stamped envelopes for the current year for the purchase of stamped letter sheets (combined letter sheet and envelope) not previously furnished. No arrangements have as yet been made for procuring these articles, but they may be introduced before the close of the year, and in view of that event it is deemed advisable to include them in the estimate for stamped envelopes for the coming year.

IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and newspaper wrappers, and for expenses of agency \$16,000 00

This estimate agrees in amount with the appropriation for the present fiscal year.

V.—POSTAL CARDS.

| | |
|--------------------------------------------------------------------------------------------------------------|--------------|
| For manufacture of postal cards | \$253,000 00 |
| <hr/> | |
| The total number of postal cards issued during the fiscal year ended June 30, 1882, was | 351,498,000 |
| Add 15 per cent. for increase | 52,724,700 |
| <hr/> | |
| Gives estimated number for year ending June 30, 1883 | 404,222,700 |
| Add 15 per cent. for increase | 60,633,405 |
| <hr/> | |
| Gives estimated number for year ending June 30, 1884 | 464,856,105 |
| <hr/> | |
| The cost of manufacturing these articles at the present contract price of 54.43 cents per thousand, is | \$253,021 17 |
| The appropriation for the present fiscal year is | 242,000 00 |

The issue of postal cards has fluctuated widely during the past few years. For 1879 the ratio of increase was 10.55 per cent.; for 1880, 22.80 per cent.; for 1881, 13.20 per cent.; and for 1882, 13.90 per cent. It will probably be sufficient to allow for an annual increase of 15 per cent., as has been done in the foregoing estimate. The present contract is for four years, ending on the 30th June, 1885.

VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for expenses of the agency \$7,300 00

This estimate agrees with the present appropriation.

VII.—REGISTERED-PACKAGE, POST-OFFICE, AND DEAD-LETTER ENVELOPES.

For registered-package, post-office, and dead-letter envelopes \$140,000 00

The registered-package envelopes are large manila envelopes used for inclosing registered letters and other registered matter for safer transmission; the post-office envelopes are for the use of postmasters in

their official correspondence, and the dead-letter envelopes are used for returning letters from the dead-letter office to the writers. The contract for these envelopes is awarded for one year only, beginning on the 1st of July of each year, and present prices therefore afford no absolute criterion in making estimates for future appropriations. The prices for the year ended on the 30th of June last were unusually low, so that the issues cost only \$72,474.53. At the prices in the contract for the present year the same issues would have cost \$98,173.83. The total number of these various kinds of envelopes issued during the fiscal year ended on the 30th of June last was 35,581,550, an increase of 6,783,100, or 23.5 per cent., over the issues of the previous year.

At the same rate of increase for the present and next fiscal years the issues for the year ending June 30, 1884, would number 54,269,869, and would cost, on the basis of existing contract prices, \$149,737.17. Allowing for an increase of 20 per cent. in the issues, the cost at present prices would amount to \$141,370.31. The major portion of the appropriation is expended for envelopes for registry business, and for several years past this service has been increasing very nearly at the rate of 20 per cent. per annum. It is proper to say that the contract for these envelopes, like that for stamped envelopes, has been awarded to the lowest bidder, after public advertisement, and upon samples furnished by the department. The estimate is placed in even figures at \$140,000. The appropriation for the current year is \$110,000.

VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters.....\$1,500 00

By law (sections 3913, 3976, 3977, 3978, Revised Statutes) this appropriation is necessary for the payment to masters or owners of vessels not regularly engaged in transporting the mails, for letters brought and delivered to post-offices on arrival in port for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amounts paid to said masters or owners, which amounts are consequently refunded to the department. The expenditure for the last fiscal year was \$1,444.38, for 1881 it was \$990.95, and for 1880 it was \$1,355.51. The appropriation for the current year is \$1,500, and the estimate for the next fiscal year is placed at the same figures.

IX.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants.....\$2,000 00

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The expenditure on this account during the last fiscal year was \$1,644.35; and in view of the manifestly increasing needs the estimate for the ensuing year is placed at \$2,000.

X.—MISCELLANEOUS.

For miscellaneous items.....\$1,000 00

This estimate is for the same amount as the appropriation for the current fiscal year.

Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1883, with estimates for the year ending June 30, 1884.

| Items. | Amount appropriated year ending June 30, 1883. | Estimate for year ending June 30, 1884. | Increase of estimates. | |
|------------------------------------------------------------------|------------------------------------------------|-----------------------------------------|------------------------|--------------|
| | | | Amount. | Per cent. |
| Adhesive postage-stamps | \$109,000 | \$120,000 | \$21,000 | 19.2+ |
| Postage-stamp agency | 8,100 | 8,100 | | |
| Stamped-envelopes and wrappers | 547,000 | 632,000 | 85,000 | 15.5+ |
| Stamped envelope agency | 16,000 | 16,000 | | |
| Postal cards | 242,000 | 253,000 | 11,000 | 4.5+ |
| Postal-card agency | 7,300 | 7,300 | | |
| Registered-package, post-office, and dead-letter envelopes | 110,000 | 140,000 | 30,000 | 27.2+ |
| Ship, steamboat, and way letters | 1,500 | 1,500 | | |
| Engraving, printing, and binding drafts and warrants | 1,500 | 2,000 | 500 | 33.3+ |
| Miscellaneous | 1,000 | 1,000 | | |
| Total | 1,048,400 | 1,190,900 | 147,500 | 14.1+ |

Respectfully submitted to the Postmaster-General.

A. D. HAZEN,
Third Assistant Postmaster-General.

OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
October 23, 1882.

F.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 13, 1882.

SIR: Referring to your letter of the 2d instant, I have the honor to inform you that the amounts estimated as required to be appropriated for the foreign mail service for the fiscal year ending June 30, 1884, are as follows:

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| For transportation of mails | \$350,000 00 |
| For balance due foreign countries, including the United States' portion of the expenses of the International Bureau of the Universal Postal Union, and the subscription of the department for the monthly journal (<i>L'Union Postale</i>) of that bureau | 60,000 00 |
| Total | 410,000 00 |

I am, very respectfully, your obedient servant,
JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1882.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 30, 1882.

SIR: The past fiscal year was notable for the transaction of a larger amount of business in every division of this bureau than in any preceding year. The number of offices established, the number of cases acted upon, and the number of letters and petitions received, indorsed, answered, and filed were considerably in excess of those of any previous year, and give indication not only of the remarkable development of the country, but of the eagerness with which postal facilities are sought for as the population increases and expands. The disposition of this office to aid the public in granting their requests for new offices, or for enlarged and better opportunities for postal business, has been such that probably less dissatisfaction has been experienced by applicants during the past year than for any other similar period.

The following statements constitute a summary of the work performed in each division of the bureau; but it is well known that no such presentations can convey an accurate idea of the amount of work disposed of, on account of the very large part which would hardly admit of classification:

POST-OFFICES ESTABLISHED AND POSTMASTERS APPOINTED.

| | |
|--------------------------------------------------------------|---------|
| Number of offices established during the year | 3, 166 |
| Number discontinued | 1, 447 |
| Increase | 1, 719 |
| Number in operation June 30, 1881 | 44, 512 |
| Number in operation June 30, 1882 | 46, 231 |
| Number filled by appointment of the President | 1, 951 |
| Number filled by appointment of the Postmaster-General | 44, 280 |

Appointments were made during the year—

| | |
|-----------------------------------------------|--------|
| On resignations and commissions expired | 7, 346 |
| On removals | 1, 021 |
| On change of name and sites | 349 |
| On deaths of postmasters | 481 |
| On establishment of new post-offices | 3, 166 |

| | |
|--------------------------|---------|
| Total appointments | 12, 343 |
|--------------------------|---------|

| | |
|--------------------------------------------------|---------|
| Number of cases acted upon during the year | 14, 340 |
|--------------------------------------------------|---------|

APPOINTMENT DIVISION.

| | |
|-------------------------------------------------------------------------------------------------------------|---------|
| Number of cases of all kinds made up | 14,760 |
| Number of cases acted upon affirmatively | 14,340 |
| Number of cases declined | 525 |
| Number of queries sent out affecting the establishment, discontinuance, &c., of post-offices | 6,443 |
| Number of circulars of inquiry, &c., mailed | 33,785 |
| Number of letters written | 3,251 |
| Number of cases referred to other bureaus of the department or to correspondents for information | 18,001 |
| Number of Presidential cases acted upon | 826 |
| Number of officers placed in charge of sureties on account of death of postmaster or for other causes | 226 |
| Number of letters, petitions, and other papers received, indorsed, and filed | 116,732 |
| Number of clerks in the division | 13 |

It became necessary during the past year, in consequence of the increase of the business of this division, to enlarge its force by the addition of two clerks, so that its employés now number thirteen. Their salaries have also been so far equalized that, with the exception of the principal clerk and one other, they are all of the third class.

BOND DIVISION.

The increase of work in this division during the past year was uniformly steady, and at the same time indicative in many respects of the prevalence of more intelligence and aptitude for business among those appointed as postmasters. While more bonds were sent out to post-office inspectors for investigation, fewer were returned than last year as insufficient. A smaller number of bonds were also returned to postmasters for correction than for some years; and, though the number of money-order offices established during the year was considerably larger than for any other similar period, greater promptitude in the execution of the necessary papers by the postmasters has never been shown.

The following summary exhibits the principal features of the work performed:

| | |
|-----------------------------------------------------------------------------------------------------------------|--------|
| Number of entries made upon the books of the division | 49,737 |
| Number of cases received for which appointment and other papers were mailed | 14,330 |
| Number of circulars sent calling for the execution of new bonds | 1,304 |
| Number of surety circulars sent to chief post-office inspector for report | 1,750 |
| Number of blank assistant and clerks' oaths sent by request of postmasters | 9,720 |
| Number of new bonds sent by request of postmasters | 413 |
| Number of new bonds sent by request of the Third Assistant Postmaster-General for increase of penalty | 286 |
| Number of new bonds sent for establishment of new money-order offices | 509 |
| Number of circulars sent to sureties who requested to be released from bonds | 452 |
| Number of letters received from sureties requesting to be released as bondsmen | 452 |
| Number of cases in which post-office inspectors recommend new bonds | 80 |
| Number of circulars sent to sureties notifying them of postmasters' failure to deposit or pay contractors | 1,379 |
| Number of new bonds received | 1,487 |
| Number of reports received from post-office inspectors on validity of bonds | 1,675 |
| Number of postmasters', assistant postmasters', and clerks' oaths received, indorsed, and filed | 27,540 |
| Number of bonds and oaths returned for correction | 2,961 |
| Number of bonds examined and passed for commissions | 11,978 |
| Number of bonds filed | 12,465 |
| Number of corrections in postmasters' names reported to corresponding clerks | 1,025 |
| Number of commissions mailed to postmasters | 11,978 |
| Number of letters written | 350 |

| | |
|------------------------------------------------------------------------------------------------------------------|--------|
| Number of cases reported to report clerk | 14,340 |
| Number of established cases reported to Blank Agency | 3,166 |
| Number of Presidential cases for which appointment papers were forwarded .. | 826 |
| Number of circulars sent to postmasters accompanying new bonds | 2,249 |
| Number of circulars sent calling for the execution and return of new money-order bonds | 450 |
| Number of circulars sent for appointments, establishments, change of names, and sites, and discontinuances | 22,408 |
| Number of copies of postal laws and regulations forwarded | 3,957 |
| Number of new bonds sent to postmasters on report of post-office inspectors .. | 90 |
| Number of clerks in the division | 13 |

The increased amount of work in this division necessitated a partial rearrangement of the clerical force during the year. The duties of each clerk were made somewhat more specific, and the changes have proved to be very beneficial. The labor of the division is now performed more acceptably than at any previous time, and with more convenience to the clerks of other portions of the department who have occasion to refer to the records of the division.

Accompanying this report will be found tables marked A and B, giving additional information concerning the operations of the appointment and bond divisions.

THE FREE DELIVERY SYSTEM.

This system employed during the year 3,115 letter-carriers in 112 of the principal cities, being an increase of 254 carriers and of 3 free delivery offices, viz: Augusta, Me., Burlington, Vt., and Concord, N. H.

The total amount appropriated (including a special appropriation of \$25,000) was \$2,625,000 against \$2,500,000 for the preceding year. The total cost of the service was \$2,623,262.74, leaving \$1,736.26.

The increased cost of the service as compared with the preceding year was \$123,351.20.

POSTAGE ON LOCAL MATTER.

The aggregate postage on local matter at all the free delivery offices was \$3,816,576.09, being \$542,945.70 more than for the previous year, and \$1,193,316.45 more than the cost of the service; a per centum increase in postage on local matter of 16.50, and 4.93 increase in the cost of the service.

The average cost per piece of handling matter was 2.3 mills, a decrease of one-tenth of a mill as compared with the preceding year. The average cost per carrier (computed on pay of carriers and incidental expenses) was \$835.75, a decrease of \$37.79.

It should be observed in this connection that the expenses are compared with the postage on local matter alone, which constitutes only about 33 per cent. of the matter handled by carriers, and that while frequent deliveries and collections, affording means of speedy receipts and reply to letters, largely increase local correspondence in populous centers, they no doubt increase the number of mail letters as well, for which this service receives no credit. These facilities preclude competition from private enterprises and lead the bulk of correspondence into the post-office. Large private express companies, through which local correspondence was principally carried on in New York and Philadelphia, when this service was established, and for several years afterwards, have been discontinued by reason of the greater and cheaper facilities afforded by this mode of delivery.

While this service meets the general demands of business and social life, it falls short of meeting the urgency required in cases of emergency, and hence has grown up the American Messenger Service in our principal cities, which dispatches letters on the instant by boys employed for the purpose at small compensation. This competition can only be met by using the same means and methods. As these companies are becoming more formidable year by year, and hence it must be assumed that their business is remunerative, it is recommended that steps be taken to procure the necessary legislation, and that the experiment be tried in in one of the large cities. Should it prove successful it may then be extended to other cities.

Additional information concerning the operations of the free delivery division will be found in the table marked C, appended to this report.

SALARY AND ALLOWANCE DIVISION.

BIENNIAL ADJUSTMENT OF THE SALARIES OF PRESIDENTIAL POSTMASTERS.

In accordance with the law the biennial adjustment of the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes, was made upon the basis of the business at their respective offices for the four quarters ended March 31, 1882, the salaries being fixed to take effect from July 1, 1882.

Two thousand and twelve adjustments were made, an increase of two hundred and forty-eight, or 14 per cent., as compared with the previous adjustment.

These returns, coming from postmasters from all parts of the Union, showed a very gratifying and general increase of business, especially in the West and South; and the additional sum necessary to pay the increased salaries of postmasters, including three hundred and thirty-five special adjustments made during the year, amounts to \$563,400, or 18.14 per cent. more than last year.

Work done and amounts allowed in the salary and allowance division during the year.

| Items fiscal year 1881-1882. | Number. | Amounts. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------------|
| Number of letters received | 8,806 | |
| Number of letters written | 7,398 | |
| Number of circular letters sent out | 18,543 | |
| Number of allowances for clerk hire made | 2,280 | \$3,908 39 00 |
| Number of allowances for clerk hire declined | 1,694 | |
| Number of allowances for rent, fuel, and light made | 1,499 | 401,978 04 |
| Number of allowances for rent, fuel, and light declined | 171 | |
| Number of allowances for miscellaneous items made | 3,177 | 68,504 76 |
| Number of allowances for miscellaneous items declined | 855 | |
| Number of allowances for furniture made | 258 | 20,716 64 |
| Number of allowances for furniture declined | 244 | |
| Number of allowances for stationery made | 2,628 | 56,517 28 |
| Number of allowances for stationery declined | 948 | |
| Number of allowances for advertising, third and fourth quarters of 1882 | 21 | 5,990 50 |
| Number of cases sent to chief special agent for information | 140 | |
| Number of postmasters' salaries readjusted | 2,542 | 563,400 00 |
| Number of fourth-class offices reported by the Auditor where the annual compensation of the postmaster amounted to \$1,000, exclusive of commissions on money-order business | 192 | |
| Number of fourth-class offices assigned to the third class | 145 | |
| Number of cases made special | 767 | |
| Miscellaneous: | | |
| Discontinued rent | 5 | 910 00 |
| Discontinued clerk hire | 17 | 370 40 |
| Presidential offices relegated to the fourth class | 9 | |
| Number of lease cases prepared | 33 | |
| Number of leases in operation | 313 | |

Increase as compared with past fiscal year.

Work done and amounts allowed in the salary and allowance division—Continued.

| Items fiscal year 1881-1882. | Number. | Amounts. |
|---------------------------------|---------|----------|
| Miscellaneous..... | 29 | 2,486 13 |
| Rent, light, and fuel | 26 | 6,091 00 |
| Furniture..... | 8 | 313 25 |
| Stationery..... | 15 | 131 47 |
| Average number of employes..... | 4 | |

In addition to the above a large amount of routine and special work was performed during the year.

This is one of the most important divisions of this office, and among the duties assigned to it are the supervision and the adjustment of the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes; the examination of the quarterly returns or accounts of the said postmasters before they are finally passed by the Auditor of the Treasury for the Post-Office Department; the consideration of applications for allowances for clerk hire, rent, fuel, light, stationery, furniture, and miscellaneous expenditures, and also the adjustment and regulation of the salaries and duties of the clerical forces necessary for the proper transaction of the postal business in the larger offices.

I have endeavored during the past year to increase the efficiency of this division, and extend its operations to some details in post-office matters properly within its sphere, but to which attention had not heretofore been systematically directed. This has been particularly the case in the matter of revenues derived from box-rents. I found the method of collecting and accounting for such moneys very imperfect, owing largely to the indifference and carelessness of a large number of postmasters in making returns for the same; and in order to correct this evil a new system has been adopted, which was put into operation July 1 last. Under the new system each postmaster at offices of the first, second, and third classes is furnished with a small book, with necessary blank receipts with stubs to correspond, and when a box or drawer is rented the renter receives a receipt for the amount paid for the same, and the stub, when filled out and returned with the sworn statement of the postmaster at the end of the quarter, serves to show to the Auditor the name of the person renting the box or drawer, the number, and the amount of rent paid for it, and the time for which it was rented. This plan is in my opinion a great improvement upon the old one, and it has already been found to work advantageously both to the patrons of the offices and the department, and therefore an increase in the revenue from this source may reasonably be expected in the near future.

A more difficult matter in this connection I have found to be the perfecting of an arrangement or scheme by which the box-rents at the larger offices shall be adjusted or equalized so as not to do injustice to the patrons nor deprive the department of a proper equivalent for the benefits extended; and I hope, in a short time, to find a solution of the matter which will give satisfaction in each city, and, at the same time, materially contribute to an increase of the receipts from this source. Heretofore this matter has been left to the discretion of the postmasters, with only a partial supervision of the department.

As you well know, a great difficulty has always been experienced in regulating the different allowances, especially for clerical services, in many of the larger offices, so that no injustice would be done to any of

them; and the business of receiving and dispatching the mails would, at the same time, be properly performed.

During the past year, in order to overcome this difficulty, which is greatly increased in consequence of the unexampled growth of postal business at many of these offices, and the consequent necessity for additional allowances for clerk hire in them, you directed the formation of a commission, to be composed of individuals experienced in postal matters, which should visit the post-offices of the principal cities in the North, East, and West, for the purpose of examining, among other things, into their arrangements for the dispatch of business, and also the necessity for present and future allowances for clerical service.

The duties of the commission were performed under my direction, and, it affords me pleasure to state, with the most satisfactory results. The commission found an inequality in the salaries paid in the different offices for the same class of work. It was also found that salaries were fixed with a view to the parties holding positions, and not with a view to the duties and services attaching to the places. In many of these cases the salaries were considered too high; and, in order to do justice to the overworked and underpaid employes, reasonable reduction was recommended, and, in a few cases where places were found to be mere sinecures, they were abolished altogether, the total amount of such reductions in the eight post-offices visited being \$54,530. In many instances, also, the salaries of industrious and valuable employes were increased to correspond with the importance of the work performed by them.

LEASE DESK.

The specific work of the clerk assigned to this desk for the past year may be summarized as follows:

| | |
|-----------------------------------------------------------------------------------------------------|-----|
| Number of leases prepared | 33 |
| Number of letters written | 606 |
| Number of cases referred to the chief post-office inspector for investigation and report | 88 |
| Number of queries relative to the leasing of buildings for post-offices and stations sent out | 38 |
| Number of post-office leases, including leases for stations, in operation in the large cities | 313 |

Much other clerical service was also performed by this clerk, namely, for the salary and allowance division.

LEASES.

In accordance with law no allowance is made for rent except at offices of the first and second classes. Since I took charge of the bureau I have given the matter of leasing buildings for post-offices my most careful attention, and endeavored in every case to procure the most suitable and central buildings, with the best equipments, upon the most favorable terms. I considered this due to the citizens of the communities in which the offices are situated, and also incumbent upon the department as a matter of policy if nothing more; for where the department controls the building, the patrons of the office, of course, expect superior mail facilities, and, as a rule, generally manifest their appreciation of such favors by more liberally patronizing the lock boxes and drawers.

The allowances made for this purpose during the past year were probably greater than for any previous year, as, during that period, at least a dozen buildings have been handsomely and thoroughly fitted up

and leased by the department for post-offices, thus affording, in many instances, accommodations equal to those found in buildings erected and furnished by the government in cities of the same size.

In my opinion the department should encourage the people, where practicable, to offer first-class buildings for post-offices.

DIVISION OF POSTAL LAWS AND REGULATIONS.

The following is a summary of work performed in this division :

| | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Number of letters written to postmasters and to private individuals involving decisions under postal regulations and laws during the past fiscal year | 8,541 |
| Number of telegrams ordering the forwarding of letters to office of First Assistant Postmaster-General, where they are to be held pending investigation as to whether the facts would justify their delivery to the writer. | 326 |
| Number of newspapers and magazines claiming the right to admission as second-class matter that have been examined and admitted or rejected.. | 3,140 |
| Number of rulings made under postal regulations and statutes which were of such general interest to postmasters and the public as to require their publication in the Postal Guide..... | 353 |
| Amount of money collected from publishers of second-class matter for violation of law in inclosing third-class matter in second-class publications. \$1,733' 55 | |

This collection was made through the office of the Third Assistant Postmaster-General, upon investigations made in this office.

The increase during the first quarter of the present fiscal year over the corresponding quarter of the preceding year in the correspondence of this office was something over 40 per cent. During the months of January, February, and March last, the correspondence indicated an average of 12,000 letters during the present year. When it is considered that every letter written in this division involves an examination to ascertain exact questions submitted, and the careful preparation of an answer that is in entire conformity with all other rulings which may have been sent to any other postmaster or private individual upon the same subject, some idea may be formed of the labor involved.

The classification of printed matter is one of the most difficult and delicate duties assigned to this division. It is recognized that the law favors the circulation of legitimate newspapers as a means of education, paying for their transportation and distribution largely from the public treasury, but that it is not the policy of the statute to authorize the transportation at the public expense of publications which are intended to promote the general business in which the owners of such publications may be engaged, outside of their legitimate business as publishers. It is also recognized that newspapers cannot exist if deprived of their legitimate local advertising, and that every business which seeks to reach the public through publications whose main purpose is to attract attention to the business interests of the publishers, takes away from the legitimate newspaper this patronage, without which it cannot sustain itself, even aided by the liberality of the government in the matter of transportation. The efforts, therefore, in this office have been persistent in endeavoring to exclude from second-class rates all publications which under the guise of a newspaper are primarily designed for private advertising purposes.

The responsibility which must be assumed in acceding to telegraphic requests from the writers of letters for their return before delivery is no slight matter. Such letters, where the telegraphic request is indorsed by the postmaster at the office of mailing, upon evidence submitted in full, are ordered from the post-office of destination to be forwarded to

this office, where they are held pending the evidence which has been already considered by the local postmaster, and which again passes under careful consideration here before the destination of the letter is determined.

It is believed that the sums of money collected for violation of the law forbidding the inclosure of matter of higher rate in second-class matter has done much to secure compliance with the statute. The sending out of handbills in newspapers is not only a direct violation of the statute, but is believed to deprive the publications in which they are inclosed of much of their legitimate advertising.

A matter of exceeding difficulty is the large number of cases presented, where the same correspondence is claimed by different persons. Such claims are presented where disputes arise as to the legal occupants of an office where an officer of one corporation, having been removed from office or having resigned, has accepted a like position in another corporation; where firms have made assignments with or without special stipulations as to delivery (conditional or unconditional) of their correspondence to their assignees; where receivers have been appointed by courts; where persons of similar names reside in the same locality; where business firms have dissolved, or their assets have been sold under execution. In these and many other cases that might be mentioned, especially where correspondence addressed to banks is thus in dispute, not only the utmost care must be taken to preserve the rights of the parties asserting their claims, but promptness on the part of this office in expressing its opinion becomes essential, the value of the inclosures within the correspondence depending thereon.

The increase of the work of this office is in such a ratio as will render the present corps of clerks entirely unable to successfully and promptly dispose of it.

This large increase in correspondence is due, in my judgment, chiefly to the distribution of the Official Postal Guide monthly to postmasters, and the rulings and instructions thus placed before them have excited an interest in the postal service and secured not only the exercise of enlightened intelligence in the discharge of the duties of their office, but a care to report all failures on the part of other officials. The revenues have been very largely increased by the earnestness of postmasters in collecting the postage fixed by law, and their desire for the proper administration of their offices is exhibited in the constant presentation of new questions as they arise.

There are at present but four clerks in the division, over which the Law Clerk of the department is placed in general charge by direction of the Postmaster-General. I respectfully recommend that there be added to this division a chief, with a salary at least of \$2,250 per annum. There is a class of correspondence which one holding such a position could satisfactorily discharge without special previous training as a lawyer, and it may be possible with such additional force to discharge the duties of this division during the coming year.

It is a satisfaction that, with all the decisions which have been made affecting personal rights and the classification of publications, no postmaster in obeying the instructions issued from this office has involved himself in any legal proceedings.

BLANK AGENCY DIVISION.

No reference was made in my report of last year to the work disposed of in this division, it having been transferred a few months before to

the office of the Postmaster-General. Subsequently the division was restored to this office, and a summary of the labor performed during the fiscal year recently ended is therefore presented.

The work of this division for the past fiscal year was of more than usual magnitude.

The greater part of what is termed "department supplies," *i. e.*, the necessary blanks, paper, twine, letter-balances, and stamps to enable postmasters to make up and forward mails, to record and report the same, as well as to account for the business of the offices to the department and to the Sixth Auditor of the Treasury, are sent from this division.

Of these supplies there were forwarded during the last fiscal year as follows:

| | |
|--------------------------------------------------------|--------------|
| Blanks for statements and accounts of postmasters..... | 48, 176, 950 |
| Books for records of post-office business..... | 82, 793 |
| Facing slips for rating up packages..... | 32, 736, 600 |
| Marking and rating stamps of all kinds..... | 6, 589 |
| Jute twine (pounds)..... | 443, 102 |
| Hemp twine (pounds)..... | 116, 439 |
| Cotton twine (pounds)..... | 5, 733 |
| Letter balances and scales..... | 2, 621 |
| Wrapping-paper (reams)..... | 13, 821 |

The total appropriations and expenditures for the above articles for the fiscal year were as follows:

| | |
|---------------------------|---------------|
| Appropriations..... | \$105, 000 00 |
| Expenditures..... | 96, 892 53 |
| Leaving a balance of..... | 8, 107 47 |

Additional information concerning the above expenditures will be found in the tabular statement marked D, and appended to this report.

By the act of Congress dated the 4th of May last, provision was made for supplying all post-offices, the gross receipts of which were less than \$50 per annum, with letter-balances, marking-stamps, ink and pads. This legislation was, at most, a necessity, as this class of offices could not, under the terms of the postal laws and regulations, be furnished with these facilities for business at public expense.

It is expected that more than 7,000 offices will, before the end of the present fiscal year, be thus supplied, and their postmasters will be thereby enabled to make up and dispatch the mails with more accuracy and the government be saved a very considerable sum of money from having the mailable matter emanating from these offices carefully rated up and the stamps upon it properly canceled.

It is recommended in the estimates for this bureau that a sufficient sum of money shall be appropriated for the next fiscal year, not only to furnish all other offices of this grade, estimated to be about 3,000 in number, with these appliances, but that the amount shall also be so large as to admit of extending these benefits to all other offices not now in possession, at department expense, of these facilities.

The accounts of this department for the printing, binding, &c., executed at the Government Printing Office are kept in this division. The appropriation for this work for the last fiscal year was \$150,000, of which amount \$130,582.66 was expended.

It should be stated, however, that the amount above mentioned does not include the cost of the work and material for the printing, binding, &c., of the money-order division of this department, which work is also

done at that establishment, as these items are paid for, as they have been for the past two or three years, out of the surplus funds of the money-order office.

The blank-agency division is also charged with the purchase and distribution of stationery for the department, and with the keeping of the accounts of the same with the disbursing officer.

The amount appropriated for this purpose in the executive, legislative, and judicial act for the last fiscal year was \$9,000, of which amount \$8,956.96 was expended.

The estimate for this item is prepared in this office and addressed to the Postmaster-General, who submits it in connection with estimates for other matters pertaining to the department.

Including the superintendent and assistant superintendent the number of employés of the division is 13.

While it does not seem imperatively necessary, I think it would materially contribute toward harmony of arrangement in this bureau if the title of this division should be changed, and the salary appropriations therefor should be made in the usual way, viz, by classes.

The title is now "the blank agency of the Post-Office Department," and the employés are—

| | Per annum. |
|------------------------------------------------|------------|
| One superintendent, at | \$1,800 |
| One assistant superintendent, at..... | 1,600 |
| Four assistant superintendents, at, each | 1,200 |
| Two assistant superintendents, at, each | 900 |
| One clerk, at | 1,000 |
| One assistant messenger, at | 720 |
| Three laborers at, each | 600 |

In all thirteen.

I have to suggest, and I hope it will meet your approval, that the title of this division be changed to that of the division of postal supplies, and the salary appropriations for it be hereafter made as follows: For superintendent, \$2,250 per annum; one clerk class 4; one clerk class 3; four clerks class 1; one clerk at \$1,000 per annum; two clerks at \$900 per annum; two assistant messengers; three laborers. In all, fifteen employés.

This will be an addition of two employés, one as superintendent, at \$2,250 per annum, and one assistant messenger, and in amount of salaries \$2,970 more than is now appropriated.

This change would, in my opinion, place the division upon a better footing than it is at present, render the bureau more compact, classify all its employés to better advantage, and promote the interest of the service.

LETTER-BOOK CLERKS.

The number of letters recorded during the past year by the two clerks assigned to these desks was 24,444. During the same period the number of papers, references, and circulars directed and mailed by these employés amounted to about 75,000.

PRINCIPAL MESSENGER.

All the mail and express matter for the bureau is received and distributed by this employé. The number of letters, papers, requisitions, and packages opened by him during the last fiscal year amounted to 581,932.

Since I have held my present position I have used every opportunity to inform myself as thoroughly as possible regarding the necessary facilities which should be provided by law for the transaction of business to the greatest advantage to the public. I have sought to find how far the present methods of conducting the business were deficient, and what aid could be afforded by additional legislation.

This office now comprises in its practical operations six divisions. They are the appointment, the bond, the salary and allowance, the free delivery, the blank agency, and postal laws and regulations.

Of these divisions there are three through which disbursements are authorized. The salary and allowance division is charged with the disbursement approximately of \$5,000,000. The free delivery division superintends the disbursement of \$3,500,000. The blank agency has charge of the expenditures for printing, binding, stationery, &c., amounting for the past year to \$325,000.

Of all the six divisions only two of them have chiefs recognized by law. Their designation and salaries are as follows: Superintendent free delivery, \$2,100; superintendent blank agency, \$1,800. The other four divisions (appointment, postal laws and regulations, bond, and salary and allowance) have no head or chief recognized by such a term in the law making appropriation for this office, but the business of these divisions is supervised within this office through a clerk of the fourth class (\$1,800 per annum), who is assigned to such duty by me.

Now, while my experience has satisfied me that the work is performed as accurately and satisfactorily as it can be done under existing law, I am very decidedly of the opinion that it would secure still greater efficiency and intelligence in the administration of the different divisions if Congress were to place the responsibility of the proper performance of the different kinds of clerical labor upon officers designated by law, with salaries advanced above that of the ordinary clerical force of the department, and with duties that could be clearly defined by the head of this office. This personal responsibility, with the feeling that there is a recognition of the special efforts made by such chiefs of divisions, will secure greater earnestness in the discharge of duty, and the proper increase of salary in simple justice to those who are so placed in charge of the various divisions.

These considerations have induced me to urge that you should especially call the attention of Congress to the propriety of reorganizing the office of the First Assistant Postmaster-General, so as to create by law divisions to be known as Appointment, Bond, Postal Laws, and Regulations, and the Salary and Allowance, with salaries to the chiefs of such divisions of \$2,250 per annum, and the salaries of the superintendents of Free Delivery and of what has heretofore been known as the blank agency should be increased to that sum. The latter division, in my judgment, would be more properly designated as the division of post-office supplies. If this latter division were recognized by law as belonging to the office of the First Assistant Postmaster-General, its administration would be regulated by the orders of the head of this office, and the clerical force supplied, promoted, or diminished, as the exigencies of the service required; whereas it now needs the specific authority of Congress for any increase of the clerical or laboring force of the blank agency.

I feel assured that if these recommendations should be adopted by Congress it would result in very great benefit to the public service, by promoting discipline and increasing efficiency in the clerical service, which cannot be fully secured without thorough organization in a department covering so vast an extent of territory, and so intimately

related to the daily life of every citizen, where uniformity of administration is of vital importance. It is essential that the lines marking the duties assigned and fixing the jurisdiction of every division of this office should be so clearly drawn that all correspondence can at once be referred to the division to which the subject-matter is assigned.

There is nothing that produces such irritation in the public mind as a feeling that through the postal service absolute equality of rights and privileges is not accorded to every citizen, and unless the chiefs of each division can be assured that the duties which they are called upon to discharge are clearly and distinctly within their jurisdiction, and that they alone are responsible to the head of the office for their discharge, it is impossible to avoid inharmonious rulings and irregular administration over such a territory as is covered by the postal service.

STATIONERY FOR POST-OFFICES.

Under the present regulations, stationery for use in post-offices of first and second classes is now purchased by postmasters at their offices in such quantities as are supposed to be necessary, without application being made to the department.

The bills for stationery thus purchased by postmasters, if not considered unreasonable, are allowed in this office and approved and passed by the Auditor. As a consequence of this rule, the prices returned for stationery by the different postmasters vary considerably, frequently for similar articles, and the quantities used often seem excessive. The expenditures for this item during the last fiscal year were \$56,517.28, many of the articles being for the use of post-office inspectors and for superintendents of the railway mail service.

The estimate for the same for the next fiscal year, which has been submitted in the regular way, is \$65,000.

The estimate for the department stationery for the next fiscal year will probably be \$15,000.

I think it would be decidedly in the interest of economy to unite the two items; to advertise for bids for the supply of such stationery as is needed for the department and for post-offices, and when procured distribute it only in moderate quantities and not unless applied for. This, in the main, is the present practice, so far as the departmental stationery is concerned.

If this change should be ordered by you, authority would have to be given by Congress for employing three or four more clerks in this office to attend to the increased business; but as the stationery could then be contracted for in large amounts, I have no doubt it would be procured cheaper than by the present method of paying the current retail rates where each postmaster purchases separately.

As it is my desire that the expenses of this bureau should be reduced wherever practicable. I hope the suggestions in regard to this matter will meet your approbation.

In concluding, permit me to say that it is my conviction that the changes which have taken place among the employés in this office during the past year have resulted in material benefit to the service, and that the labor which the clerical force has been called upon to perform, always large, various in character, and requiring promptness and fidelity, has been, on the whole, satisfactorily attended to. Further, I sincerely hope that the foregoing different statements relative to the disposition of the appropriations intrusted to this bureau, the establishment and discontinuance of post-offices, the extension of the free delivery service,

the benefit derived from the postal commission, and the various other matters referred to, will convince you that the duties devolving upon me have been performed with a desire on my part to deal fairly and justly with all sections of the country.

Very respectfully,

FRANK HATTON,
First Assistant Postmaster-General.

Hon. T. O. HOWE,
Postmaster-General.

A.—Statement showing the number of Presidential post-offices in each State and Territory June 30, 1881, and June 30, 1882, with increase and decrease; also the number of post-offices of each class, together with the number of money-order post-offices and stations, by States and Territories, June 30, 1882.

| States and Territories. | Number of Presidential post-offices June 30, 1881. | Number of Presidential post-offices June 30, 1882. | Increase. | Decrease. | Number of post-offices of the first class. | Number of post-offices of the second class. | Number of post-offices of the third class. | Number of post-offices of the fourth class. | Number of money-order post-offices June 30, 1882. | Number of money-order post-office stations. |
|-------------------------|----------------------------------------------------|----------------------------------------------------|-----------|-----------|--------------------------------------------|---------------------------------------------|--------------------------------------------|---------------------------------------------|---------------------------------------------------|---------------------------------------------|
| Alabama | 18 | 19 | 1 | | 1 | 3 | 13 | 1,241 | 67 | |
| Alaska | | | | | | | | 4 | | |
| Arizona | 6 | 6 | | | | 3 | 3 | 109 | 7 | |
| Arkansas | 9 | 12 | 3 | | 1 | 3 | 8 | 968 | 77 | |
| California | 51 | 52 | 1 | | 3 | 15 | 34 | 895 | 134 | 4 |
| Colorado | 29 | 35 | 6 | | 2 | 11 | 22 | 403 | 55 | |
| Connecticut | 48 | 49 | 1 | | 3 | 12 | 34 | 411 | 63 | |
| Dakota | 11 | 11 | | | | 6 | 5 | 526 | 37 | |
| Delaware | 6 | 6 | | | | 1 | 5 | 111 | 15 | |
| District of Columbia | 1 | 1 | | | 1 | | | 4 | 1 | 2 |
| Florida | 7 | 8 | 1 | | | 2 | 6 | 384 | 31 | |
| Georgia | 26 | 27 | 1 | | 3 | 3 | 21 | 1,208 | 83 | |
| Idaho | 2 | 2 | | | | 1 | 1 | 128 | 15 | |
| Illinois | 170 | 170 | | | 5 | 32 | 133 | 1,905 | 496 | 7 |
| Indiana | 78 | 80 | 2 | | 5 | 13 | 62 | 1,635 | 246 | |
| Indian Territory | | | | | | | | 110 | 4 | |
| Iowa | 107 | 109 | 2 | | 4 | 22 | 83 | 1,445 | 389 | 1 |
| Kansas | 65 | 69 | 4 | | 2 | 11 | 56 | 1,494 | 274 | 1 |
| Kentucky | 28 | 30 | 2 | | 1 | 9 | 20 | 1,480 | 90 | |
| Louisiana | 10 | 10 | | | 1 | 2 | 7 | 509 | 46 | |
| Maine | 30 | 30 | | | 2 | 8 | 20 | 926 | 102 | |
| Maryland | 16 | 18 | 2 | | 1 | 2 | 15 | 731 | 53 | |
| Massachusetts | 107 | 112 | 5 | | 6 | 31 | 75 | 650 | 156 | 13 |
| Michigan | 91 | 97 | 6 | | 3 | 29 | 65 | 1,382 | 290 | |
| Minnesota | 41 | 42 | 1 | | 2 | 8 | 32 | 983 | 141 | |
| Mississippi | 19 | 21 | 2 | | | 3 | 18 | 760 | 80 | |
| Missouri | 51 | 58 | 7 | | 3 | 6 | 49 | 1,806 | 216 | 3 |
| Montana | 9 | 10 | 1 | | | 3 | 7 | 175 | 15 | |
| Nebraska | 32 | 34 | 2 | | 1 | 4 | 29 | 807 | 123 | |
| Nevada | 10 | 11 | 1 | | | 6 | 5 | 121 | 18 | |
| New Hampshire | 28 | 29 | 1 | | | 6 | 23 | 450 | 69 | |
| New Jersey | 52 | 55 | 3 | | 2 | 12 | 41 | 657 | 76 | 1 |
| New Mexico | 4 | 4 | | | | 1 | 3 | 168 | 10 | |
| New York | 192 | 197 | 5 | | 11 | 40 | 146 | 2,845 | 392 | 18 |
| North Carolina | 15 | 16 | 1 | | | 3 | 13 | 1,574 | 88 | |
| Ohio | 120 | 125 | 5 | | 7 | 29 | 89 | 2,417 | 371 | 3 |
| Oregon | 9 | 9 | | | 1 | 2 | 6 | 388 | 46 | |
| Pennsylvania | 137 | 144 | 7 | | 3 | 31 | 110 | 2,452 | 301 | 9 |
| Rhode Island | 11 | 11 | | | 1 | 4 | 6 | 110 | 16 | |
| South Carolina | 14 | 14 | | | 1 | 1 | 12 | 721 | 47 | |
| Tennessee | 19 | 20 | 1 | | 2 | 3 | 15 | 1,605 | 96 | |
| Texas | 50 | 54 | 4 | | 3 | 13 | 38 | 1,384 | 169 | |
| Utah | 4 | 6 | 2 | | | 2 | 4 | 212 | 17 | |
| Vermont | 22 | 24 | 2 | | | 6 | 18 | 474 | 83 | |
| Virginia | 25 | 26 | 1 | | 3 | 4 | 19 | 1,817 | 90 | |
| Washington | 6 | 8 | 2 | | | 1 | 7 | 274 | 16 | |
| West Virginia | 9 | 10 | 1 | | | 1 | 9 | 982 | 49 | |
| Wisconsin | 64 | 68 | 2 | | 1 | 20 | 45 | 1,333 | 216 | |
| Wyoming | 4 | 4 | | | | 2 | 2 | 77 | 10 | |
| Total | 1,863 | 1,951 | 88 | | 85 | 430 | 1,436 | 44,280 | 5,436 | 62 |

—Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ended June 30, 1882; also statement of the number of post-offices in each State and Territory June 30, 1881, and June 30, 1882, with increase or decrease.

| States and Territories. | Post-offices. | | | | Postmasters. | | | | Total number of cases. | Whole number of post-offices June 30, 1881. | Whole number of post-offices June 30, 1882. | Increase. | Decrease. |
|-------------------------|---------------|---------------|--------------------------|-----------------------------------------------|--------------------------------------|----------|-----------|--------|------------------------|------------------------------------------------|------------------------------------------------|-----------|-----------|
| | Established. | Discontinued. | Names and sites changed. | Appointments on change of names and sites. | Resigned and commissions expired. | Removed. | Deceased. | | | | | | |
| Alabama | 101 | 57 | 9 | 1 | 238 | 17 | 8 | 430 | 1,216 | 1,260 | 44 | | |
| Alaska | 1 | | 1 | | 2 | | | 4 | 3 | 4 | 1 | | |
| Arizona | 16 | 14 | 7 | 3 | 41 | 3 | 1 | 82 | 113 | 115 | 2 | | |
| Arkansas | 92 | 80 | 34 | 12 | 236 | 40 | 13 | 495 | 968 | 980 | 12 | | |
| California | 71 | 36 | 9 | 3 | 125 | 12 | 15 | 268 | 912 | 947 | 35 | | |
| Colorado | 88 | 43 | 17 | 2 | 123 | 6 | 2 | 279 | 393 | 438 | 45 | | |
| Connecticut | 6 | | | | 47 | 2 | 8 | 63 | 454 | 460 | 6 | | |
| Dakota | 144 | 41 | 47 | 16 | 89 | 19 | 1 | 341 | 434 | 537 | 103 | | |
| Delaware | 4 | | | | 3 | 4 | 1 | 12 | 113 | 117 | 4 | | |
| District of Columbia | | | | | 2 | 1 | 1 | 4 | 5 | | | | |
| Florida | 58 | 34 | 7 | 3 | 70 | 12 | 8 | 189 | 368 | 392 | 24 | | |
| Georgia | 118 | 40 | 22 | 5 | 257 | 14 | 12 | 463 | 1,157 | 1,235 | 78 | | |
| Idaho | 29 | 11 | | | 28 | 3 | 2 | 73 | 112 | 130 | 18 | | |
| Illinois | 59 | 28 | 26 | 6 | 317 | 48 | 17 | 495 | 2,044 | 2,075 | 31 | | |
| Indiana | 84 | 33 | 17 | 7 | 341 | 45 | 14 | 534 | 1,684 | 1,735 | 51 | | |
| Indian Territory | 24 | 5 | 2 | 2 | 38 | 1 | 2 | 72 | 91 | 110 | 19 | | |
| Iowa | 103 | 61 | 50 | 10 | 303 | 51 | 16 | 584 | 1,512 | 1,554 | 42 | | |
| Kansas | 114 | 102 | 99 | 63 | 333 | 25 | 10 | 683 | 1,551 | 1,563 | 12 | | |
| Kentucky | 135 | 39 | 27 | 5 | 331 | 26 | 14 | 572 | 1,414 | 1,510 | 96 | | |
| Louisiana | 54 | 25 | 11 | 6 | 104 | 19 | 4 | 217 | 490 | 519 | 29 | | |
| Maine | 20 | 10 | 1 | | 60 | 16 | 10 | 117 | 946 | 956 | 10 | | |
| Maryland | 46 | 11 | 6 | 3 | 93 | 10 | 12 | 178 | 714 | 749 | 35 | | |
| Massachusetts | 13 | 3 | 4 | 1 | 62 | 2 | 12 | 96 | 761 | 771 | 10 | | |
| Michigan | 93 | 39 | 37 | 25 | 231 | 28 | 14 | 442 | 1,425 | 1,479 | 54 | | |
| Minnesota | 56 | 45 | 43 | 21 | 172 | 11 | 8 | 335 | 1,014 | 1,025 | 11 | | |
| Mississippi | 62 | 33 | 9 | 3 | 125 | 31 | 9 | 269 | 752 | 781 | 29 | | |
| Missouri | 134 | 59 | 41 | 14 | 387 | 79 | 24 | 724 | 1,789 | 1,864 | 75 | | |
| Montana | 50 | 21 | 4 | 2 | 39 | 3 | 2 | 119 | 156 | 185 | 29 | | |
| Nebraska | 65 | 44 | 56 | 34 | 174 | 22 | 7 | 368 | 820 | 841 | 21 | | |
| Nevada | 19 | 8 | 1 | 1 | 28 | 2 | 2 | 60 | 121 | 132 | 11 | | |
| New Hampshire | 18 | 2 | 3 | 1 | 80 | 10 | 10 | 73 | 463 | 479 | 16 | | |
| New Jersey | 23 | 2 | 8 | 2 | 64 | 9 | 12 | 118 | 691 | 712 | 21 | | |
| New Mexico | 50 | 26 | 8 | 2 | 55 | 6 | | 145 | 148 | 172 | 24 | | |
| New York | 73 | 19 | 24 | 6 | 234 | 56 | 32 | 438 | 2,988 | 3,042 | 54 | | |
| North Carolina | 128 | 55 | 27 | 2 | 204 | 24 | 19 | 467 | 1,507 | 1,590 | 83 | | |
| Ohio | 104 | 35 | 23 | 6 | 376 | 38 | 22 | 598 | 2,473 | 2,542 | 69 | | |
| Oregon | 41 | 17 | 12 | 6 | 72 | 6 | 5 | 153 | 373 | 397 | 24 | | |
| Pennsylvania | 117 | 26 | 33 | 14 | 399 | 38 | 32 | 645 | 3,505 | 3,596 | 91 | | |
| Rhode Island | 3 | | | | 13 | 1 | 5 | 22 | 118 | 121 | 3 | | |
| South Carolina | 75 | 32 | 20 | 5 | 113 | 20 | 6 | 266 | 692 | 735 | 43 | | |
| Tennessee | 144 | 43 | 22 | 7 | 809 | 26 | 9 | 553 | 1,524 | 1,625 | 101 | | |
| Texas | 154 | 80 | 28 | 7 | 353 | 27 | 12 | 654 | 1,364 | 1,438 | 74 | | |
| Utah | 12 | 19 | 6 | 2 | 33 | 22 | 4 | 96 | 225 | 218 | | 7 | |
| Vermont | 2 | 1 | 4 | 1 | 42 | 3 | 6 | 58 | 497 | 498 | 1 | | |
| Virginia | 106 | 54 | 20 | 5 | 244 | 143 | 14 | 581 | 1,791 | 1,843 | 52 | | |
| Washington | 43 | 15 | 9 | 5 | 50 | 6 | 1 | 124 | 254 | 282 | 28 | | |
| West Virginia | 119 | 41 | 24 | 8 | 157 | 19 | 8 | 368 | 914 | 992 | 78 | | |
| Wisconsin | 76 | 45 | 38 | 21 | 176 | 15 | 14 | 364 | 1,368 | 1,399 | 31 | | |
| Wyoming | 9 | 13 | 3 | 1 | 23 | | 1 | 40 | 85 | 81 | | 4 | |
| Total | 3,166 | 1,447 | 899 | 349 | 7,346 | 1,021 | 461 | 14,340 | 44,512 | 46,231 | 1,730 | 11 | |

A.—Statement showing the number of Presidential post-offices in each State and Territory June 30, 1881, and June 30, 1882, with increase and decrease; also the number of post-offices of each class, together with the number of money-order post-offices and stations, by States and Territories, June 30, 1882.

| States and Territories. | Number of Presidential post-offices June 30, 1881. | Number of Presidential post-offices June 30, 1882. | Increase. | Decrease. | Number of post-offices of the first class. | Number of post-offices of the second class. | Number of post-offices of the third class. | Number of post-offices of the fourth class. | Number of money-order post-offices June 30, 1882. | Number of money-order post-office stations. |
|---------------------------|----------------------------------------------------|----------------------------------------------------|-----------|-----------|--------------------------------------------|---------------------------------------------|--------------------------------------------|---------------------------------------------|---------------------------------------------------|---------------------------------------------|
| Alabama..... | 18 | 19 | 1 | | 1 | 3 | 15 | 1,241 | 67 | |
| Alaska..... | | | | | | | | 4 | | |
| Arizona..... | 6 | 6 | | | | 3 | 3 | 109 | 7 | |
| Arkansas..... | 9 | 12 | 3 | | 1 | 3 | 8 | 968 | 77 | |
| California..... | 51 | 52 | 1 | | 3 | 15 | 34 | 895 | 134 | 4 |
| Colorado..... | 29 | 35 | 6 | | 2 | 11 | 22 | 403 | 55 | |
| Connecticut..... | 48 | 49 | 1 | | 3 | 12 | 34 | 411 | 63 | |
| Dakota..... | 11 | 11 | | | | 6 | 5 | 526 | 37 | |
| Delaware..... | 6 | 6 | | | | 1 | 5 | 111 | 15 | |
| District of Columbia..... | 1 | 1 | | | 1 | | | 4 | 1 | 2 |
| Florida..... | 7 | 8 | 1 | | | 2 | 6 | 384 | 31 | |
| Georgia..... | 26 | 27 | 1 | | 3 | 3 | 21 | 1,208 | 83 | |
| Idaho..... | 2 | 2 | | | | 1 | 1 | 128 | 15 | |
| Illinois..... | 170 | 170 | | | 5 | 32 | 133 | 1,905 | 496 | 7 |
| Indiana..... | 78 | 80 | 2 | | 5 | 13 | 62 | 1,655 | 248 | |
| Indian Territory..... | | | | | | | | 110 | 4 | |
| Iowa..... | 107 | 109 | 2 | | 4 | 22 | 83 | 1,445 | 389 | 1 |
| Kansas..... | 65 | 69 | 4 | | 2 | 11 | 56 | 1,494 | 224 | 1 |
| Kentucky..... | 28 | 30 | 2 | | 1 | 9 | 20 | 1,480 | 90 | |
| Louisiana..... | 10 | 10 | | | 1 | 2 | 7 | 509 | 46 | |
| Maine..... | 30 | 30 | | | 2 | 8 | 20 | 926 | 102 | |
| Maryland..... | 16 | 18 | 2 | | 1 | 2 | 15 | 731 | 53 | |
| Massachusetts..... | 107 | 112 | 5 | | 6 | 31 | 75 | 659 | 156 | 13 |
| Michigan..... | 91 | 97 | 6 | | 3 | 29 | 65 | 1,382 | 290 | |
| Minnesota..... | 41 | 42 | 1 | | 2 | 8 | 32 | 963 | 141 | |
| Mississippi..... | 19 | 21 | 2 | | 3 | 3 | 18 | 760 | 80 | |
| Missouri..... | 51 | 58 | 7 | | 3 | 6 | 49 | 1,806 | 216 | 3 |
| Montana..... | 9 | 10 | 1 | | | 3 | 7 | 175 | 15 | |
| Nebraska..... | 32 | 34 | 2 | | 1 | 4 | 29 | 807 | 123 | |
| Nevada..... | 10 | 11 | 1 | | | 6 | 5 | 121 | 18 | |
| New Hampshire..... | 28 | 29 | 1 | | | 6 | 23 | 450 | 69 | |
| New Jersey..... | 52 | 55 | 3 | | 2 | 12 | 41 | 657 | 76 | 1 |
| New Mexico..... | 4 | 4 | | | | 1 | 3 | 168 | 10 | |
| New York..... | 192 | 197 | 5 | | 11 | 40 | 146 | 2,845 | 392 | 18 |
| North Carolina..... | 15 | 16 | 1 | | | 3 | 13 | 1,574 | 88 | |
| Ohio..... | 120 | 125 | 5 | | 7 | 29 | 89 | 2,417 | 371 | 3 |
| Oregon..... | 9 | 9 | | | 1 | 2 | 6 | 388 | 46 | |
| Pennsylvania..... | 137 | 144 | 7 | | 3 | 31 | 110 | 3,452 | 801 | 9 |
| Rhode Island..... | 11 | 11 | | | 1 | 4 | 6 | 110 | 16 | |
| South Carolina..... | 14 | 14 | | | 1 | 1 | 12 | 721 | 47 | |
| Tennessee..... | 19 | 20 | 1 | | 2 | 3 | 15 | 1,606 | 96 | |
| Texas..... | 50 | 54 | 4 | | 3 | 13 | 38 | 1,384 | 169 | |
| Utah..... | 4 | 6 | 2 | | | 2 | 4 | 212 | 17 | |
| Vermont..... | 22 | 24 | 2 | | | 6 | 18 | 474 | 83 | |
| Virginia..... | 25 | 26 | 1 | | 3 | 4 | 19 | 1,817 | 90 | |
| Washington..... | 6 | 8 | 2 | | | 1 | 7 | 274 | 16 | |
| West Virginia..... | 9 | 10 | 1 | | | 1 | 9 | 962 | 49 | |
| Wisconsin..... | 64 | 66 | 2 | | 1 | 20 | 45 | 1,333 | 216 | |
| Wyoming..... | 4 | 4 | | | | 2 | 2 | 77 | 10 | |
| Total..... | 1,863 | 1,951 | 88 | | 85 | 430 | 1,436 | 44,280 | 5,436 | 62 |

—Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ended June 30, 1882; also statement of the number of post-offices in each State and Territory June 30, 1881, and June 30, 1882, with increase or decrease.

| States and Territories. | Post-offices. | | | | | Postmasters. | | | Total number of cases. | Whole number of post-offices June 30, 1881. | Whole number of post-offices June 30, 1882. | Increase. | Decrease. |
|-------------------------|---------------|---------------|--------------------------|--------------------------------------------|-----------------------------------|--------------|-----------|--------|------------------------|---------------------------------------------|---------------------------------------------|-----------|-----------|
| | Established. | Discontinued. | Names and sites changed. | Appointments on change of names and sites. | Resigned and commissions expired. | Removed. | Deceased. | | | | | | |
| Alabama | 101 | 57 | 9 | 1 | 238 | 17 | 8 | 430 | 1,216 | 1,280 | 44 | | |
| Alaska | 1 | | 1 | | 12 | | | 4 | 8 | 4 | 1 | | |
| Arizona | 16 | 14 | 7 | 3 | 41 | 3 | 1 | 82 | 113 | 115 | 2 | | |
| Arkansas | 92 | 80 | 34 | 12 | 236 | 40 | 13 | 495 | 968 | 980 | 12 | | |
| California | 71 | 36 | 9 | 3 | 125 | 12 | 15 | 268 | 912 | 947 | 35 | | |
| Colorado | 88 | 43 | 17 | 2 | 123 | 6 | 2 | 279 | 393 | 438 | 45 | | |
| Connecticut | 6 | | | | 47 | 2 | 8 | 63 | 454 | 460 | 6 | | |
| Dakota | 144 | 41 | 47 | 16 | 89 | 19 | 1 | 341 | 434 | 537 | 103 | | |
| Delaware | 4 | | | | 3 | 4 | 1 | 12 | 113 | 117 | 4 | | |
| District of Columbia | | | | | 2 | 1 | 1 | 4 | 5 | 5 | | | |
| Florida | 58 | 34 | 7 | 3 | 70 | 12 | 8 | 189 | 368 | 392 | 24 | | |
| Georgia | 118 | 40 | 22 | 5 | 257 | 14 | 12 | 463 | 1,157 | 1,235 | 78 | | |
| Idaho | 29 | 11 | | | 28 | 3 | 2 | 73 | 112 | 130 | 18 | | |
| Illinois | 59 | 28 | 26 | 6 | 317 | 48 | 17 | 495 | 2,044 | 2,075 | 31 | | |
| Indiana | 84 | 33 | 17 | 7 | 341 | 45 | 14 | 534 | 1,684 | 1,735 | 51 | | |
| Indian Territory | 24 | 5 | 2 | 2 | 38 | 1 | 2 | 72 | 91 | 110 | 19 | | |
| Iowa | 103 | 61 | 50 | 10 | 303 | 51 | 16 | 584 | 1,512 | 1,554 | 42 | | |
| Kansas | 114 | 102 | 99 | 63 | 333 | 25 | 10 | 683 | 1,551 | 1,563 | 12 | | |
| Kentucky | 135 | 39 | 27 | 5 | 331 | 26 | 14 | 572 | 1,414 | 1,510 | 96 | | |
| Louisiana | 54 | 25 | 11 | 6 | 104 | 19 | 4 | 217 | 490 | 519 | 29 | | |
| Maine | 20 | 10 | 1 | | 60 | 16 | 10 | 117 | 946 | 956 | 10 | | |
| Maryland | 46 | 11 | 6 | 3 | 93 | 10 | 12 | 178 | 714 | 749 | 35 | | |
| Massachusetts | 13 | 3 | 4 | 1 | 62 | 2 | 12 | 96 | 761 | 771 | 10 | | |
| Michigan | 93 | 39 | 37 | 25 | 231 | 28 | 14 | 442 | 1,425 | 1,479 | 54 | | |
| Minnesota | 56 | 45 | 43 | 21 | 172 | 11 | 8 | 335 | 1,014 | 1,025 | 11 | | |
| Mississippi | 62 | 33 | 9 | 3 | 125 | 31 | 9 | 269 | 752 | 781 | 29 | | |
| Missouri | 134 | 39 | 41 | 14 | 387 | 79 | 24 | 724 | 1,789 | 1,864 | 75 | | |
| Montana | 50 | 21 | 4 | 2 | 39 | 3 | 2 | 119 | 156 | 185 | 29 | | |
| Nebraska | 65 | 44 | 56 | 34 | 174 | 22 | 7 | 368 | 820 | 841 | 21 | | |
| Nevada | 19 | 8 | 1 | 1 | 28 | 2 | 2 | 60 | 121 | 132 | 11 | | |
| New Hampshire | 18 | 2 | 3 | 1 | 30 | 10 | 10 | 73 | 463 | 479 | 16 | | |
| New Jersey | 23 | 2 | 8 | 2 | 64 | 9 | 12 | 118 | 691 | 712 | 21 | | |
| New Mexico | 50 | 26 | 8 | 2 | 55 | 6 | | 145 | 148 | 172 | 24 | | |
| New York | 73 | 19 | 24 | 6 | 234 | 56 | 32 | 438 | 2,988 | 3,042 | 54 | | |
| North Carolina | 138 | 55 | 27 | 2 | 204 | 24 | 19 | 467 | 1,507 | 1,590 | 83 | | |
| Ohio | 104 | 35 | 23 | 6 | 376 | 38 | 22 | 598 | 2,473 | 2,542 | 69 | | |
| Oregon | 41 | 17 | 12 | 6 | 72 | 6 | 5 | 153 | 373 | 397 | 24 | | |
| Pennsylvania | 117 | 26 | 33 | 14 | 399 | 38 | 32 | 645 | 3,505 | 3,596 | 91 | | |
| Rhode Island | 3 | | | | 13 | 1 | 5 | 22 | 118 | 121 | 3 | | |
| South Carolina | 75 | 32 | 20 | 5 | 113 | 20 | 6 | 266 | 692 | 735 | 43 | | |
| Tennessee | 144 | 43 | 22 | 7 | 809 | 26 | 9 | 553 | 1,524 | 1,625 | 101 | | |
| Texas | 154 | 80 | 28 | 7 | 353 | 27 | 12 | 654 | 1,364 | 1,438 | 74 | | |
| Utah | 12 | 19 | 6 | 2 | 33 | 22 | 4 | 96 | 225 | 218 | | 7 | |
| Vermont | 2 | 1 | 4 | 1 | 42 | 3 | 6 | 58 | 497 | 498 | 1 | | |
| Virginia | 106 | 54 | 20 | 5 | 244 | 143 | 14 | 541 | 1,791 | 1,843 | 52 | | |
| Washington | 43 | 15 | 9 | 5 | 50 | 6 | 1 | 124 | 254 | 282 | 28 | | |
| West Virginia | 119 | 41 | 24 | 8 | 157 | 19 | 8 | 368 | 914 | 992 | 78 | | |
| Wisconsin | 76 | 45 | 38 | 21 | 176 | 15 | 14 | 364 | 1,368 | 1,399 | 31 | | |
| Wyoming | 9 | 13 | 3 | 1 | 23 | | 1 | 49 | 85 | 81 | | 4 | |
| Total | 3,166 | 1,447 | 899 | 349 | 7,346 | 1,021 | 461 | 14,340 | 44,512 | 46,231 | 1,730 | 11 | |

C.—Statement of the operations of the free delivery

| Post-offices. | Carriers in service June 30, 1882. | Delivered. | | | | | | Registered letters. | Newspapers. |
|---------------------|---------------------------------------|--------------|------------------|--------------|------------------|--|----------|------------------------|--------------|
| | | Mail. | | Local. | | | | | |
| | | Letters. | Postal cards. | Letters. | Postal cards. | | | | |
| Akron, Ohio | 5 | 528, 442 | 192, 675 | 41, 528 | 38, 837 | | 2, 532 | | 477, 474 |
| Albany, N. Y. | 30 | 2, 719, 591 | 560, 046 | 328, 111 | 298, 241 | | 10, 090 | | 1, 503, 923 |
| Allegheny, Pa. | 12 | 1, 199, 096 | 310, 488 | 211, 688 | 150, 853 | | 8, 920 | | 1, 063, 867 |
| Atlanta, Ga. | 10 | 1, 638, 088 | 466, 903 | 133, 903 | 152, 550 | | 26, 093 | | 1, 347, 348 |
| Auburn, N. Y. | 6 | 661, 510 | 185, 368 | 92, 048 | 83, 965 | | 2, 851 | | 434, 943 |
| Augusta, Ga. | 6 | 389, 048 | 148, 694 | 36, 362 | 24, 177 | | 6, 485 | | 293, 484 |
| Augusta, Me.* | 4 | 458, 045 | 143, 020 | 14, 465 | 8, 494 | | 21, 317 | | 129, 739 |
| Baltimore, Md. | 93 | 6, 896, 235 | 1, 664, 639 | 1, 473, 748 | 1, 392, 170 | | 52, 125 | | 3, 698, 940 |
| Bangor, Me. | 4 | 306, 633 | 78, 042 | 25, 237 | 13, 070 | | 2, 800 | | 191, 234 |
| Bloomington, Ill. | 6 | 547, 385 | 206, 324 | 37, 519 | 45, 563 | | 4, 676 | | 468, 571 |
| Boston, Mass. | 217 | 15, 719, 649 | 4, 537, 958 | 6, 988, 975 | 4, 078, 109 | | 95, 608 | | 10, 117, 756 |
| Bridgeport, Conn. | 7 | 439, 810 | 118, 619 | 68, 654 | 41, 149 | | 2, 377 | | 356, 013 |
| Brooklyn, N. Y. | 127 | 7, 573, 894 | 2, 025, 920 | 2, 365, 712 | 1, 865, 772 | | 46, 133 | | 5, 150, 305 |
| Buffalo, N. Y. | 38 | 5, 093, 920 | 853, 684 | 801, 738 | 755, 199 | | 39, 511 | | 3, 871, 496 |
| Burlington, Iowa | 7 | 918, 367 | 172, 539 | 108, 107 | 108, 513 | | 9, 190 | | 608, 847 |
| Burlington, Vt.* | 4 | 405, 881 | 126, 662 | 45, 036 | 12, 706 | | 3, 801 | | 310, 526 |
| Camden, N. J. | 8 | 545, 779 | 200, 884 | 71, 972 | 73, 455 | | 3, 041 | | 464, 483 |
| Charleston, S. C. | 9 | 873, 636 | 263, 927 | 92, 502 | 102, 903 | | 10, 352 | | 456, 304 |
| Chicago, Ill. | 221 | 30, 913, 259 | 6, 585, 498 | 6, 784, 935 | 4, 269, 874 | | 305, 250 | | 7, 225, 471 |
| Cincinnati, Ohio | 90 | 8, 985, 270 | 1, 710, 100 | 1, 995, 800 | 1, 498, 000 | | 61, 797 | | 4, 052, 280 |
| Cleveland, Ohio | 41 | 5, 532, 062 | 1, 599, 859 | 989, 769 | 579, 346 | | 62, 303 | | 3, 182, 865 |
| Columbus, Ohio | 16 | 1, 807, 184 | 564, 869 | 154, 608 | 127, 648 | | 14, 947 | | 1, 282, 529 |
| Concord, N. H.* | 4 | 449, 905 | 130, 873 | 24, 240 | 19, 255 | | 2, 711 | | 283, 219 |
| Covington, Ky. | 6 | 363, 253 | 114, 452 | 25, 630 | 25, 045 | | 2, 356 | | 254, 961 |
| Dallas, Tex. | 5 | 439, 200 | 111, 187 | 26, 809 | 30, 228 | | 1, 063 | | 207, 650 |
| Davenport, Iowa. | 8 | 892, 262 | 233, 084 | 58, 709 | 50, 062 | | 4, 806 | | 585, 911 |
| Dayton, Ohio | 18 | 1, 470, 849 | 451, 904 | 206, 806 | 143, 661 | | 12, 788 | | 934, 581 |
| Denver, Colo. | 13 | 1, 908, 467 | 438, 922 | 304, 424 | 200, 076 | | 9, 957 | | 1, 175, 493 |
| Des Moines, Iowa. | 9 | 1, 686, 949 | 577, 791 | 153, 003 | 126, 012 | | 11, 964 | | 1, 039, 772 |
| Detroit, Mich. | 36 | 6, 153, 244 | 1, 406, 306 | 849, 574 | 463, 229 | | 70, 792 | | 2, 812, 959 |
| Dubuque, Iowa | 7 | 655, 688 | 211, 099 | 53, 580 | 44, 322 | | 6, 993 | | 518, 501 |
| Easton, Pa. | 7 | 682, 499 | 171, 817 | 65, 655 | 53, 026 | | 2, 554 | | 421, 671 |
| Elizabeth, N. J. | 7 | 681, 033 | 137, 518 | 118, 874 | 54, 282 | | 2, 024 | | 662, 992 |
| Elmira, N. Y. | 8 | 1, 085, 582 | 321, 025 | 76, 191 | 50, 776 | | 7, 621 | | 471, 778 |
| Erie, Pa. | 8 | 1, 227, 821 | 154, 237 | 103, 545 | 101, 640 | | 1, 616 | | 796, 947 |
| Evansville, Ind. | 8 | 874, 175 | 310, 286 | 34, 972 | 65, 706 | | 7, 862 | | 722, 351 |
| Fall River, Mass. | 8 | 518, 622 | 78, 061 | 73, 958 | 61, 205 | | 1, 041 | | 611, 146 |
| Fort Wayne, Ind. | 8 | 805, 482 | 113, 856 | 78, 536 | 69, 071 | | 5, 095 | | 696, 905 |
| Galveston, Tex. | 9 | 1, 211, 867 | 199, 379 | 45, 362 | 26, 887 | | 11, 859 | | 444, 313 |
| Grand Rapids, Mich. | 12 | 1, 637, 467 | 504, 680 | 220, 588 | 141, 396 | | 13, 871 | | 1, 135, 075 |
| Harrisburgh, Pa. | 7 | 600, 844 | 219, 720 | 80, 475 | 70, 659 | | 3, 601 | | 1, 025, 741 |
| Hartford, Conn. | 13 | 1, 105, 295 | 298, 990 | 293, 327 | 165, 907 | | 5, 194 | | 1, 072, 918 |
| Hoboken, N. J. | 5 | 338, 965 | 100, 815 | 32, 744 | 42, 428 | | 2, 113 | | 155, 779 |
| Houston, Tex. | 5 | 441, 874 | 104, 161 | 48, 062 | 22, 933 | | 5, 451 | | 295, 097 |
| Indianapolis, Ind. | 30 | 3, 367, 230 | 964, 732 | 362, 793 | 432, 157 | | 23, 465 | | 1, 926, 502 |
| Jackson, Mich. | 5 | 558, 734 | 198, 744 | 38, 055 | 34, 842 | | 2, 624 | | 578, 742 |
| Jersey City, N. J. | 26 | 1, 428, 297 | 365, 931 | 210, 126 | 192, 749 | | 7, 381 | | 814, 832 |
| Kansas City, Mo. | 23 | 3, 770, 179 | 1, 050, 827 | 312, 914 | 218, 827 | | 42, 757 | | 1, 585, 762 |
| La Fayette, Ind. | 5 | 458, 488 | 168, 801 | 37, 827 | 21, 994 | | 3, 187 | | 404, 089 |
| Lancaster, Pa. | 7 | 654, 212 | 173, 511 | 43, 284 | 40, 171 | | 2, 698 | | 415, 100 |
| Lawrence, Mass. | 9 | 789, 198 | 99, 546 | 81, 532 | 94, 386 | | 1, 833 | | 765, 896 |
| Leadville, Colo. | 5 | 615, 751 | 44, 816 | 25, 333 | 17, 799 | | 2, 076 | | 189, 944 |
| Leavenworth, Kans. | 6 | 511, 401 | 107, 682 | 19, 094 | 18, 389 | | 2, 487 | | 433, 566 |
| Little Rock, Ark. | 5 | 539, 254 | 134, 008 | 72, 383 | 63, 305 | | 5, 159 | | 237, 410 |
| Louisville, Ky. | 34 | 4, 446, 800 | 1, 090, 904 | 512, 732 | 607, 238 | | 49, 910 | | 2, 300, 958 |
| Lowell, Mass. | 12 | 989, 679 | 209, 799 | 108, 144 | 80, 325 | | 3, 187 | | 586, 196 |
| Lynn, Mass. | 11 | 814, 878 | 242, 205 | 66, 850 | 104, 929 | | 1, 498 | | 843, 803 |
| Macon, Ga. | 5 | 518, 507 | 217, 443 | 22, 813 | 19, 837 | | 8, 169 | | 361, 993 |
| Manchester, N. H. | 7 | 657, 044 | 185, 787 | 35, 175 | 52, 320 | | 2, 972 | | 566, 015 |
| Mansfield, Ohio | 4 | 369, 956 | 142, 207 | 24, 742 | 10, 583 | | 4, 407 | | 270, 614 |
| Memphis, Tenn. | 13 | 1, 518, 885 | 232, 555 | 125, 390 | 140, 012 | | 19, 274 | | 517, 095 |
| Meriden, Conn. | 5 | 177, 700 | 43, 399 | 31, 917 | 24, 158 | | 797 | | 131, 763 |
| Millwaukee, Wis. | 34 | 4, 502, 612 | 738, 644 | 700, 563 | 589, 969 | | 36, 749 | | 1, 887, 285 |
| Minneapolis, Minn. | 18 | 1, 619, 330 | 333, 539 | 200, 892 | 139, 186 | | 10, 719 | | 1, 183, 414 |
| Mobile, Ala. | 6 | 394, 858 | 97, 238 | 47, 340 | 43, 379 | | 5, 069 | | 563, 436 |
| Nashville, Tenn. | 14 | 1, 565, 134 | 469, 820 | 124, 890 | 154, 801 | | 28, 808 | | 1, 218, 437 |
| Newark, N. J. | 30 | 2, 536, 584 | 731, 068 | 555, 642 | 429, 764 | | 14, 671 | | 1, 380, 515 |
| New Bedford, Mass. | 8 | 759, 427 | 143, 468 | 87, 653 | 42, 742 | | 1, 705 | | 513, 652 |
| New Haven, Conn. | 19 | 1, 448, 229 | 286, 801 | 323, 803 | 175, 525 | | 8, 197 | | 1, 350, 554 |
| New Orleans, La. | 50 | 2, 168, 892 | 354, 204 | 376, 917 | 380, 113 | | 39, 243 | | 1, 573, 136 |
| New York, N. Y. | 543 | 53, 571, 667 | 11, 391, 452 | 32, 993, 469 | 13, 424, 710 | | 523, 559 | | 17, 890, 616 |
| Norfolk, Va. | 7 | 678, 202 | 239, 754 | 66, 183 | 66, 856 | | 3, 383 | | 442, 431 |

* Established July 1, 1861.

system for the fiscal year ended June 30, 1882.

| Collected. | | Pieces handled. | | Cost of service (including incidental expenses). | | Postage on local matter. | |
|----------------------|-------------|-----------------|---------------|--------------------------------------------------|-------------|--------------------------|----------|
| Postal cards. | | Newspapers. | | Aggregate. | | Per carrier. | |
| Per piece, in mills. | | Per carrier. | | Aggregate. | | Per piece, in mills. | |
| Per carrier. | | Aggregate. | | Per piece, in mills. | | Per carrier. | |
| 412 955 | 152 133 | 131, 106 | 1, 977, 682 | 395, 536 | \$3, 359 95 | 1.7 | \$671 99 |
| 1, 745, 021 | 563, 314 | 237, 331 | 7, 986, 268 | 266, 209 | 27, 041 55 | 3.4 | 901 38 |
| 733, 702 | 243, 318 | 128, 947 | 4, 045, 374 | 337, 114 | 9, 845 03 | 2.3 | 778 75 |
| 468, 028 | 337, 621 | 99, 859 | 5, 015, 393 | 501, 539 | 6, 937 47 | 1.4 | 693 75 |
| 248, 454 | 131, 077 | 81, 025 | 2, 114, 141 | 252, 157 | 4, 774 44 | 2.3 | 795 74 |
| 318, 208 | 131, 077 | 30, 263 | 2, 176, 988 | 312, 831 | 4, 453 78 | 3.5 | 742 30 |
| 12, 170, 318 | 91, 402 | 30, 061 | 1, 214, 812 | 303, 703 | 2, 639 87 | 2.2 | 659 97 |
| 392, 305 | 2, 847, 861 | 328, 128 | 30, 495, 159 | 327, 905 | 76, 661 11 | 2.5 | 825 52 |
| 315, 255 | 151, 567 | 40, 268 | 1, 201, 156 | 300, 289 | 3, 400 00 | 2.8 | 850 00 |
| 24, 803, 357 | 9, 544, 543 | 161, 426 | 1, 937, 356 | 822, 893 | 5, 144 59 | 2.6 | 857 43 |
| 277, 537 | 2, 853, 750 | 6, 503, 828 | 82, 389, 760 | 379, 676 | 185, 267 51 | 2.5 | 853 77 |
| 2, 778, 211 | 1, 705, 007 | 29, 501 | 1, 418, 233 | 202, 605 | 5, 689 11 | 3.3 | 805 59 |
| 321, 188 | 1, 007, 740 | 984, 397 | 29, 435, 154 | 231, 773 | 104, 285 76 | 3.5 | 821 15 |
| 567, 168 | 2, 853, 750 | 545, 059 | 17, 448, 727 | 459, 045 | 35, 247 03 | 2.2 | 930 18 |
| 379, 938 | 1, 007, 740 | 137, 066 | 2, 816, 137 | 402, 305 | 5, 690 96 | 2.2 | 812 99 |
| 671, 938 | 1, 007, 740 | 185, 625 | 1, 464, 446 | 366, 111 | 2, 648 37 | 8.1 | 662 09 |
| 192, 062 | 1, 007, 740 | 53, 026 | 1, 892, 940 | 236, 617 | 5, 921 80 | 8.1 | 740 22 |
| 4, 017, 908 | 1, 007, 740 | 92, 685 | 2, 847, 719 | 816, 413 | 7, 160 64 | 2.5 | 795 63 |
| 1, 015, 908 | 1, 007, 740 | 71, 940 | 114, 832, 007 | 519, 602 | 187, 486 00 | 1.6 | 848 85 |
| 262, 641 | 1, 007, 740 | 524, 110 | 27, 285, 207 | 303, 169 | 75, 580 28 | 2.7 | 839 78 |
| 292, 927 | 1, 007, 740 | 687, 578 | 18, 286, 976 | 446, 024 | 36, 561 21 | 2.2 | 891 73 |
| 245, 878 | 1, 007, 740 | 138, 464 | 5, 579, 308 | 348, 706 | 12, 274 82 | 2.2 | 767 19 |
| 445, 185 | 1, 007, 740 | 59, 959 | 1, 380, 316 | 404, 079 | 2, 704 81 | 2.2 | 676 20 |
| 1, 944, 171 | 1, 007, 740 | 49, 199 | 1, 109, 700 | 184, 950 | 4, 652 21 | 4.2 | 775 37 |
| 2, 953, 317 | 1, 007, 740 | 48, 927 | 1, 373, 379 | 250, 676 | 4, 264 08 | 3.3 | 852 82 |
| 2, 961, 049 | 1, 007, 740 | 55, 663 | 2, 502, 810 | 312, 851 | 6, 829 12 | 2.7 | 853 64 |
| 451, 976 | 1, 007, 740 | 376, 688 | 5, 007, 157 | 385, 166 | 10, 852 16 | 2.2 | 834 78 |
| 350, 167 | 1, 007, 740 | 275, 692 | 5, 771, 386 | 443, 953 | 9, 231 85 | 1.6 | 710 14 |
| 422, 446 | 1, 007, 740 | 345, 612 | 5, 347, 897 | 594, 211 | 7, 061 94 | 1.3 | 773 55 |
| 488, 877 | 1, 007, 740 | 98, 026 | 15, 630, 026 | 343, 627 | 33, 154 17 | 2.1 | 920 95 |
| 487, 661 | 1, 007, 740 | 293, 827 | 2, 339, 150 | 384, 164 | 5, 444 61 | 2.3 | 820 66 |
| 720, 306 | 1, 007, 740 | 57, 959 | 2, 196, 572 | 313, 796 | 5, 836 78 | 2.4 | 762 40 |
| 1, 435, 327 | 1, 007, 740 | 60, 558 | 2, 659, 127 | 332, 391 | 5, 855 43 | 2.2 | 731 93 |
| 2, 953, 317 | 1, 007, 740 | 50, 472 | 3, 031, 590 | 378, 949 | 6, 787 83 | 2.2 | 848 48 |
| 2, 961, 049 | 1, 007, 740 | 83, 477 | 2, 839, 702 | 354, 963 | 6, 643 92 | 2.3 | 830 49 |
| 451, 976 | 1, 007, 740 | 60, 542 | 1, 752, 942 | 210, 118 | 5, 542 42 | 8.2 | 692 80 |
| 350, 167 | 1, 007, 740 | 48, 769 | 2, 475, 190 | 309, 399 | 6, 345 37 | 2.6 | 793 17 |
| 422, 446 | 1, 007, 740 | 97, 629 | 3, 050, 802 | 388, 178 | 6, 126 03 | 2.2 | 680 85 |
| 488, 877 | 1, 007, 740 | 209, 016 | 5, 787, 365 | 432, 280 | 8, 126 11 | 1.4 | 677 18 |
| 487, 661 | 1, 007, 740 | 21, 443 | 2, 873, 081 | 339, 012 | 5, 400 00 | 2.3 | 771 43 |
| 720, 306 | 1, 007, 740 | 650, 665 | 4, 483, 677 | 344, 898 | 9, 713 48 | 2.2 | 747 19 |
| 1, 435, 327 | 1, 007, 740 | 11, 136 | 917, 457 | 183, 491 | 3, 482 68 | 3.8 | 696 54 |
| 2, 953, 317 | 1, 007, 740 | 12, 273 | 1, 088, 880 | 217, 776 | 4, 741 70 | 4.4 | 948 34 |
| 2, 961, 049 | 1, 007, 740 | 320, 961 | 10, 368, 489 | 345, 616 | 28, 857 28 | 2.8 | 961 91 |
| 451, 976 | 1, 007, 740 | 37, 018 | 1, 861, 047 | 372, 209 | 3, 977 26 | 2.1 | 795 45 |
| 350, 167 | 1, 007, 740 | 151, 734 | 4, 469, 872 | 171, 918 | 21, 478 80 | 4.8 | 826 11 |
| 422, 446 | 1, 007, 740 | 411, 156 | 9, 726, 249 | 422, 880 | 16, 506 55 | 1.7 | 717 98 |
| 488, 877 | 1, 007, 740 | 40, 897 | 1, 546, 683 | 309, 357 | 4, 251 30 | 2.8 | 850 26 |
| 487, 661 | 1, 007, 740 | 16, 658 | 1, 624, 914 | 212, 131 | 4, 930 46 | 3.3 | 704 35 |
| 720, 306 | 1, 007, 740 | 101, 602 | 2, 895, 560 | 321, 729 | 7, 927 11 | 2.7 | 880 79 |
| 1, 435, 327 | 1, 007, 740 | 31, 721 | 1, 181, 271 | 226, 254 | 4, 285 05 | 3.8 | 857 01 |
| 2, 953, 317 | 1, 007, 740 | 83, 068 | 1, 792, 780 | 297, 130 | 3, 693 20 | 2.1 | 615 53 |
| 2, 961, 049 | 1, 007, 740 | 39, 831 | 1, 662, 160 | 332, 432 | 4, 259 95 | 2.5 | 851 99 |
| 451, 976 | 1, 007, 740 | 544, 707 | 13, 578, 847 | 399, 377 | 31, 007 98 | 2.3 | 912 00 |
| 350, 167 | 1, 007, 740 | 67, 612 | 2, 838, 207 | 236, 517 | 9, 128 50 | 3.2 | 760 72 |
| 422, 446 | 1, 007, 740 | 58, 683 | 2, 583, 483 | 234, 862 | 3, 170 87 | 3.1 | 738 26 |
| 488, 877 | 1, 007, 740 | 77, 844 | 1, 950, 568 | 390, 114 | 8, 322 80 | 1.7 | 674 56 |
| 487, 661 | 1, 007, 740 | 23, 481 | 1, 942, 829 | 277, 475 | 5, 067 55 | 2.6 | 723 94 |
| 720, 306 | 1, 007, 740 | 27, 626 | 1, 158, 175 | 289, 544 | 2, 508 96 | 2.2 | 627 24 |
| 1, 435, 327 | 1, 007, 740 | 96, 798 | 3, 510, 155 | 270, 012 | 11, 068 00 | 3.1 | 851 88 |
| 2, 953, 317 | 1, 007, 740 | 5, 913 | 1, 000, 194 | 100, 039 | 3, 400 00 | 6.8 | 680 00 |
| 2, 961, 049 | 1, 007, 740 | 355, 968 | 12, 019, 269 | 373, 508 | 30, 148 04 | 2.5 | 886 71 |
| 451, 976 | 1, 007, 740 | 116, 906 | 4, 965, 820 | 275, 851 | 12, 321 69 | 2.5 | 684 54 |
| 350, 167 | 1, 007, 740 | 170, 164 | 1, 802, 534 | 300, 422 | 5, 114 19 | 2.8 | 852 36 |
| 422, 446 | 1, 007, 740 | 110, 618 | 4, 545, 957 | 824, 711 | 9, 610 68 | 2.1 | 615 05 |
| 488, 877 | 1, 007, 740 | 191, 979 | 7, 966, 076 | 265, 536 | 25, 284 61 | 3.2 | 842 82 |
| 487, 661 | 1, 007, 740 | 29, 228 | 2, 114, 987 | 264, 373 | 7, 115 91 | 3.6 | 889 49 |
| 720, 306 | 1, 007, 740 | 164, 270 | 4, 943, 962 | 160, 268 | 16, 492 10 | 3.3 | 868 00 |
| 1, 435, 327 | 1, 007, 740 | 887, 337 | 9, 376, 171 | 287, 523 | 44, 834 64 | 4.8 | 896 69 |
| 2, 953, 317 | 1, 007, 740 | 4, 745, 512 | 238, 518, 203 | 439, 260 | 457, 796 41 | 1.9 | 843 27 |
| 2, 961, 049 | 1, 007, 740 | 110, 990 | 2, 754, 313 | 893, 473 | 5, 509 00 | 2 | 787 00 |

C.—Statement of the operations of the free-delivery

| Post-offices. | Carriers in service June 30, 1882. | Mail. | | Local. | | Registered letters. | Newspapers. |
|-------------------------------------------------------------|---------------------------------------|-------------|------------------|------------|------------------|------------------------|-------------|
| | | Letters. | Postal cards. | Letters. | Postal cards. | | |
| Oakland, Cal. | 10 | 762,739 | 117,016 | 63,406 | 72,894 | 2,961 | 597,034 |
| Omaha, Nebr. | 12 | 1,310,460 | 200,163 | 160,090 | 121,045 | 9,906 | 1,014,755 |
| Oswego, N. Y. | 6 | 500,989 | 130,290 | 38,540 | 25,154 | 3,309 | 303,097 |
| Paterson, N. J. | 10 | 765,731 | 119,384 | 92,548 | 68,108 | 3,491 | 1,003,565 |
| Peoria, Ill. | 9 | 862,581 | 256,354 | 56,202 | 53,226 | 5,407 | 592,414 |
| Petersburgh, Va. | 6 | 500,173 | 174,427 | 20,671 | 27,358 | 4,748 | 377,605 |
| Philadelphia, Pa. | 334 | 24,578,438 | 7,137,806 | 15,939,904 | 7,951,083 | 182,215 | 18,851,616 |
| Pittsburgh, Pa. | 38 | 3,545,988 | 916,579 | 1,005,934 | 558,004 | 25,547 | 2,087,511 |
| Portland, Me. | 10 | 783,298 | 240,765 | 78,681 | 87,684 | 5,007 | 860,738 |
| Portland, Oreg. | 5 | 296,834 | 45,358 | 40,591 | 22,083 | 3,419 | 269,292 |
| Pottsville, Pa. | 4 | 311,342 | 102,916 | 33,468 | 14,553 | 1,487 | 489,908 |
| Poughkeepsie, N. Y. | 7 | 668,792 | 131,706 | 63,918 | 43,663 | 2,624 | 545,596 |
| Providence, R. I. | 31 | 1,709,263 | 463,953 | 439,228 | 237,014 | 7,027 | 1,195,497 |
| Quincy, Ill. | 8 | 959,856 | 281,294 | 50,961 | 68,551 | 8,857 | 578,229 |
| Reading, Pa. | 10 | 882,750 | 246,304 | 93,050 | 83,412 | 3,742 | 609,213 |
| Richmond, Ind. | 6 | 450,371 | 180,646 | 32,455 | 13,790 | 2,809 | 359,443 |
| Richmond, Va. | 18 | 1,588,664 | 322,094 | 153,392 | 147,120 | 19,215 | 746,552 |
| Rochester, N. Y. | 29 | 3,824,404 | 630,013 | 465,261 | 436,530 | 14,800 | 1,972,976 |
| Sacramento City, Cal. | 5 | 339,523 | 58,841 | 26,545 | 25,417 | 2,274 | 247,495 |
| Saint Joseph, Mo. | 10 | 1,302,816 | 386,270 | 162,396 | 120,886 | 13,623 | 1,074,418 |
| Saint Louis, Mo. | 128 | 13,729,777 | 3,167,070 | 2,591,303 | 1,995,538 | 162,074 | 5,637,067 |
| Saint Paul, Minn. | 20 | 2,289,274 | 578,913 | 214,151 | 131,009 | 31,526 | 1,391,261 |
| Salem, Mass. | 7 | 409,161 | 125,698 | 58,046 | 49,834 | 1,021 | 499,606 |
| San Francisco, Cal. | 68 | 5,072,346 | 601,453 | 2,209,969 | 1,388,170 | 70,564 | 3,064,567 |
| Savannah, Ga. | 8 | 606,067 | 186,212 | 84,702 | 70,729 | 8,040 | 345,053 |
| Springfield, Ill. | 7 | 609,057 | 196,781 | 38,162 | 34,772 | 4,509 | 549,741 |
| Springfield, Mass. | 8 | 822,036 | 260,446 | 111,224 | 62,955 | 3,295 | 460,414 |
| Springfield, Ohio. | 7 | 579,839 | 232,245 | 51,731 | 30,919 | 12,563 | 324,591 |
| Syracuse, N. Y. | 20 | 2,397,344 | 460,316 | 281,705 | 228,062 | 11,053 | 1,215,343 |
| Terre Haute, Ind. | 8 | 755,131 | 287,863 | 58,814 | 53,263 | 6,446 | 649,624 |
| Toledo, Ohio. | 15 | 2,059,207 | 389,338 | 160,147 | 150,481 | 14,710 | 834,494 |
| Topeka, Kans. | 6 | 664,332 | 228,790 | 113,586 | 75,971 | 6,508 | 704,132 |
| Trenton, N. J. | 8 | 510,029 | 134,273 | 55,614 | 40,763 | 2,030 | 391,291 |
| Troy, N. Y. | 18 | 2,463,431 | 587,329 | 422,012 | 250,282 | 6,054 | 1,299,715 |
| Utica, N. Y. | 12 | 1,238,219 | 394,108 | 131,040 | 71,668 | 7,484 | 680,205 |
| Washington, D. C. | 61 | 3,990,180 | 801,306 | 680,758 | 459,285 | 27,271 | 3,011,351 |
| Wheeling, W. Va. | 10 | 796,611 | 273,325 | 55,873 | 51,970 | 6,778 | 531,778 |
| Wilmington, Del. | 10 | 880,574 | 209,932 | 153,858 | 114,315 | 3,335 | 550,692 |
| Worcester, Mass. | 13 | 917,354 | 241,206 | 146,563 | 147,180 | 3,446 | 725,361 |
| Zanesville, Ohio. | 5 | 397,022 | 157,395 | 25,055 | 20,752 | 4,026 | 355,480 |
| Total | 3,115 | 298,266,739 | 71,481,742 | 90,002,317 | 50,923,724 | 2,532,894 | 160,794,706 |
| Amount paid post-office inspectors on free-delivery service | | | | | | | |
| Total | | | | | | | |

OPERATIONS OF FREE-DELIVERY SYSTEM.

45

ystem for the fiscal year ended June 30, 1882—Continued.

| Collected. | | | Pieces handled. | | Cost of service (including incidental expenses). | | | Postage on local matter. |
|-------------|---------------|-------------|-----------------|--------------|--------------------------------------------------|----------------------|--------------|--------------------------|
| Letters. | Postal cards. | Newspapers. | Aggregate. | Per carrier. | Aggregate. | Per piece, in mills. | Per carrier. | |
| 497,985 | 119,230 | 82,117 | 2,315,382 | 231,538 | \$7,642 41 | 3.3 | \$764 24 | \$2,357 85 |
| 474,985 | 273,918 | 77,077 | 3,702,369 | 308,531 | 8,987 49 | 2.4 | 761 46 | 7,620 86 |
| 330,256 | 124,069 | 50,385 | 1,506,089 | 251,015 | 5,116 17 | 3.4 | 852 69 | 1,118 47 |
| 415,128 | 156,128 | 105,392 | 2,729,473 | 272,947 | 7,146 51 | 2.6 | 714 65 | 3,534 26 |
| 727,627 | 232,227 | 122,309 | 2,908,347 | 323,150 | 7,179 38 | 2.5 | 797 71 | 2,404 91 |
| 331,865 | 213,301 | 33,740 | 1,683,908 | 280,651 | 4,671 72 | 2.8 | 778 62 | 982 06 |
| 43,303,891 | 16,291,112 | 10,659,304 | 144,894,869 | 433,817 | 293,698 77 | 2 | 879 34 | 488,077 80 |
| 2,623,398 | 937,852 | 355,236 | 12,056,040 | 317,264 | 33,967 25 | 2.8 | 899 14 | 32,524 09 |
| 975,491 | 377,255 | 173,943 | 3,582,862 | 358,286 | 8,500 80 | 2.4 | 850 08 | 5,233 48 |
| 512,887 | 92,966 | 49,747 | 1,333,175 | 266,635 | 4,508 75 | 3.4 | 901 75 | 2,446 51 |
| 178,632 | 80,069 | 102,243 | 1,374,618 | 343,654 | 3,400 00 | 2.5 | 850 00 | 972 86 |
| 687,090 | 147,592 | 110,236 | 2,401,617 | 343,088 | 5,971 95 | 2.5 | 853 14 | 2,297 88 |
| 1,563,892 | 490,664 | 171,836 | 6,277,874 | 202,512 | 26,412 43 | 4.2 | 852 66 | 28,623 83 |
| 449,856 | 212,935 | 41,137 | 2,651,686 | 331,461 | 6,732 87 | 2.5 | 841 61 | 2,129 42 |
| 439,751 | 223,854 | 52,144 | 2,634,220 | 263,422 | 8,491 39 | 3.3 | 849 14 | 3,317 60 |
| 296,550 | 121,733 | 108,116 | 1,567,913 | 261,319 | 3,530 94 | 2.2 | 588 49 | 1,690 01 |
| 906,385 | 389,065 | 131,573 | 4,664,060 | 259,114 | 14,460 08 | 3.1 | 803 34 | 5,152 04 |
| 1,782,810 | 541,690 | 282,053 | 9,960,537 | 343,467 | 24,385 51 | 2.4 | 840 88 | 16,036 92 |
| 286,421 | 57,392 | 31,538 | 1,077,446 | 215,489 | 4,770 96 | 4.4 | 954 19 | 1,599 97 |
| 1,632,829 | 405,389 | 184,066 | 4,682,223 | 468,222 | 7,610 27 | 1.7 | 761 03 | 5,321 71 |
| 8,864,219 | 3,275,924 | 2,252,277 | 41,665,249 | 325,510 | 119,647 59 | 2.9 | 934 73 | 94,561 43 |
| 1,762,185 | 546,085 | 171,993 | 7,117,297 | 355,865 | 13,953 25 | 1.9 | 697 66 | 8,191 66 |
| 362,619 | 94,125 | 65,147 | 1,600,317 | 238,617 | 5,239 13 | 3.3 | 748 45 | 1,971 24 |
| 7,453,551 | 1,639,282 | 1,546,621 | 23,046,513 | 365,822 | 61,650 81 | 2.7 | 906 63 | 61,920 47 |
| 605,245 | 199,917 | 91,924 | 2,197,889 | 274,736 | 5,900 00 | 2.2 | 737 50 | 6,457 74 |
| 255,082 | 127,945 | 55,976 | 1,872,025 | 267,432 | 5,230 05 | 2.3 | 747 15 | 1,757 38 |
| 417,710 | 147,391 | 55,118 | 2,349,589 | 293,699 | 6,802 10 | 3 | 850 26 | 5,092 80 |
| 206,868 | 94,408 | 28,951 | 1,763,615 | 251,945 | 5,192 75 | 8 | 741 82 | 2,472 26 |
| 999,069 | 403,674 | 156,762 | 6,153,348 | 307,667 | 15,263 58 | 2.5 | 763 18 | 8,466 40 |
| 641,512 | 354,063 | 226,450 | 3,043,166 | 380,396 | 6,356 15 | 2.9 | 794 52 | 2,462 10 |
| 1,286,738 | 553,067 | 302,809 | 5,900,991 | 386,733 | 12,965 85 | 2.2 | 863 72 | 5,533 34 |
| 636,696 | 216,867 | 65,509 | 3,032,339 | 505,390 | 4,499 88 | 1.5 | 783 81 | 3,905 05 |
| 460,646 | 36,091 | 28,741 | 1,659,478 | 207,435 | 5,528 21 | 3.3 | 691 03 | 3,930 61 |
| 2,059,069 | 621,301 | 573,918 | 8,283,122 | 460,173 | 13,973 81 | 1.7 | 776 32 | 11,488 06 |
| 963,148 | 406,139 | 126,680 | 4,037,691 | 336,474 | 10,286 26 | 2.5 | 857 19 | 4,180 71 |
| 2,986,525 | 887,439 | 674,341 | 13,528,453 | 221,777 | 48,477 99 | 3.6 | 794 72 | 26,771 96 |
| 716,014 | 268,737 | 105,434 | 2,800,520 | 280,652 | 6,663 43 | 2.4 | 666 34 | 2,329 73 |
| 471,940 | 185,628 | 31,061 | 2,620,335 | 262,031 | 8,562 53 | 3.3 | 856 25 | 4,746 68 |
| 499,549 | 194,867 | 43,558 | 2,919,104 | 224,546 | 10,948 96 | 3.7 | 842 23 | 6,719 00 |
| 285,991 | 157,006 | 107,102 | 1,519,829 | 305,966 | 3,469 62 | 2.3 | 693 92 | 1,131 68 |
| 306,352,819 | 99,421,132 | 61,722,814 | 1,143,518,887 | 367,455 | 2,617,574 56 | 2.3 | 835 75 | 3,816,576 09 |
| | | | | | 5,668 18 | | | |
| | | | | | 2,623,262 74 | | | |

REPORT OF THE POSTMASTER-GENERAL.

—Statement showing the total amount of post-office supplies received and issued during the quarter ending June 30, 1882, by D. W. Rhodes, superintendent of blank agency, Post Office Department.

RECEIVED.

| Date. | Stamps. | | | | Twines. | | Balances. | | | | Paper. | | | | | | | |
|-------------------|---------------|--------|-------|--------|---------|-------|-------------|-------------|---------|--------|---------|-----------|-----------|------------|-------------|------------|----------|----------|
| | Hours, No. 1. | No. 1. | Octg. | No. 2. | Nme. | Mals. | Steel-type. | Metal-type. | Jute. | Hemp. | Cotton. | 8 ounces. | 4 pounds. | 62 pounds. | 240 pounds. | Bard. hds. | 30 × 25. | 26 × 40. |
| Gained in issuing | Balance..... | | | | | | | | | | | | | | | | 1,228 | 122 |
| | April 5..... | | | | | | | | 6,817 | 1,144 | | 409 | 56 | 19 | 1 | | | |
| | 12..... | | | | | | | | 10,000 | 1,200 | | | | | | | | |
| | 13..... | | | | | | | | 6,154 | 1,801 | | | | | | | | |
| | 19..... | | | | | | | | 6,000 | 1,171 | 9,730 | | | | | | | |
| | 24..... | | | | | | | | 10,020 | 1,109 | 737 | | | | | | | |
| | May 8..... | | | | | | | | 10,020 | 4,674 | 400 | | | | | | | |
| | 15..... | 70 | 203 | 41 | 310 | 162 | 200 | 1,302 | 720 | 10,010 | 4,166 | | | | | 1 | | |
| | 20..... | | | | | | | | | 10,000 | 2,900 | | | | | | | |
| | 25..... | | | | | | | | | 8,000 | | | | | | | | |
| | 29..... | | | | | | | | | 3,000 | 2,550 | | | | | | | |
| | June 1..... | | | | | | | | | 10,199 | 1,644 | | | | | | | |
| 6..... | | | | | | | | | | 1,920 | | 30 | | 5 | | | 1,950 | 83 |
| 11..... | 18 | | | | | | | | | 3,560 | | | | | | | | |
| 24..... | 70 | 167 | 393 | 287 | 81 | 200 | 516 | 720 | 21,020 | 12,900 | | | | | | 22 | | |
| 27..... | 126 | 157 | 14 | 271 | 1 | 280 | 720 | 720 | 14,715 | | | | | | | 4 | | |
| | | | | | | | | | 8,621 | | | | | | | | | |
| | 284 | 527 | 448 | 868 | 244 | 680 | 1,818 | 2,160 | 134,576 | 41,129 | 10,467 | 809 | 86 | 19 | 6 | 27 | 3,178 | 205 |
| Balance on hand | | | | | | | | | 16,000 | 8,404 | 4,734 | 315 | | | | | 150 | 12 |

ISSUED.

| Date. | Stamps. | | | | | Twines. | | | Balances. | | | | | Paper, Reams. | | | | | |
|---------|---------------|--------|-------|--------|------|---------|-------------|-------------|-----------|---------|---------|-----------|-----------|---------------|-------------|-------------|------------|----------|----------|
| | Hours, No. 1. | No. 1. | Orig. | No. 2. | Yme. | Mals. | Steel-type. | Metal-type. | Jute. | Hemp. | Cotton. | 8 ounces. | 4 pounds. | 62 pounds. | 240 pounds. | 600 pounds. | Bard, hds. | 20 × 25. | 26 × 40. |
| April | 5 | | | | | | | | 39,525 | 10,908 | 1,185 | 164 | 28 | 6 | 1 | | | 1,009 | 64 |
| | 12 | | | | | | | | | | | | | | | | | | |
| | 13 | | | | | | | | | | | | | | | | | | |
| | 18 | | | | | | | | | | | | | | | | | | |
| | 19 | | | | | | | | | | | | | | | | | | |
| May | 24 | | | | | | | | | | | | | | | | | | |
| | 8 | 70 | 203 | 41 | 310 | 162 | 200 | 1,302 | 720 | 39,528 | 10,909 | 1,059 | 164 | 30 | 7 | 1 | 1 | 1,010 | 65 |
| | 15 | | | | | | | | | | | | | | | | | | |
| | 20 | | | | | | | | | | | | | | | | | | |
| | 25 | | | | | | | | | | | | | | | | | | |
| June | 29 | | | | | | | | | | | | | | | | | | |
| | 1 | 18 | | | | | | | 39,525 | 10,908 | 3,489 | 166 | 28 | 6 | 4 | | | 1,009 | 64 |
| | 6 | | | | | | | | | | | | | | | | | | |
| | 11 | | | | | | | | | | | | | | | | | | |
| | 14 | 70 | 167 | 393 | 287 | 81 | 200 | 516 | 720 | | | | | | | | 22 | | |
| Balance | 24 | 126 | 157 | 14 | 271 | 1 | 280 | 720 | | | | | | | | | 4 | | |
| | 27 | | | | | | | | 16,000 | 8,404 | 4,734 | 315 | | | | | | 150 | 12 |
| | | 284 | 527 | 448 | 868 | 244 | 680 | 1,818 | 2,160 | 134,576 | 41,129 | 10,467 | 809 | 86 | 19 | 6 | 27 | 3,178 | 205 |

D.—Statement showing the total amount of post-office supplies received and issued during the quarter ending June 30, 1892—Continued.

TOTAL AMOUNT OF DISBURSEMENTS FOR THE YEAR 1891-92.

| Quarter. | Stamps. | | | | | | Twines. | | | Balances. | | | | | Paper, reams. | | | | |
|-------------|---------------|--------|-------|--------|-------|-------|-------------|-------------|---------|-----------|---------|-----------|-----------|------------|---------------|-------------|------------|----------|----------|
| | Hours, No. 1. | No. 1. | Octg. | No. 2. | Name. | Mals. | Steel-type. | Metal-type. | Jute. | Hemp. | Cotton. | 8 ounces. | 4 pounds. | 62 pounds. | 240 pounds. | 600 pounds. | Bard. hds. | 20 × 25. | 26 × 40. |
| First..... | 156 | 211 | 83 | 310 | 79 | 640 | ..... | 625 | 88,022 | 24,191 | ..... | 739 | 178 | 11 | 5 | 3 | 27 | 2,809 | 85 |
| Second..... | 83 | 105 | 31 | 237 | 87 | ..... | ..... | 1,075 | 108,167 | 24,579 | ..... | 358 | 85 | 4 | 4 | 2 | 17 | 3,535 | 114 |
| Third..... | 291 | 440 | 79 | 532 | 106 | 68 | ..... | 9,670 | 128,337 | 34,944 | ..... | 530 | 84 | 4 | 4 | 5 | 13 | 4,093 | 54 |
| Fourth..... | 284 | 527 | 448 | 868 | 244 | 680 | 1,518 | 2,160 | 118,576 | 32,725 | 5,733 | 494 | 86 | 19 | 6 | ..... | 27 | 3,028 | 193 |
| Total..... | 814 | 1,288 | 641 | 1,947 | 516 | 1,368 | 1,818 | 13,530 | 443,102 | 116,439 | 5,733 | 2,121 | 433 | 38 | 19 | 10 | 84 | 13,375 | 446 |

Statement of the different sums appropriated and expended for supplies, on account of the blank agency, Post-Office Department, during the fiscal year 1881-'82.

| | Appropriation. | Expended. | Balance. |
|----------------------------------------|----------------|-------------|-----------|
| Wrapping-paper | \$20,000 | \$19,993 59 | \$6 41 |
| Jute twine | | 34,646 06 | |
| Hemp twine | | 12,786 00 | |
| Cotton twine | 55,000 | 5,322 58 | 2,245 36 |
| Balances and scales | 10,000 | 10,000 00 | |
| Marking stamps | 15,000 | 14,016 25 | 983 75 |
| Total | 100,000 | 96,764 48 | 3,235 52 |
| Post-Office printing and binding | 150,000 | 130,582 66 | 19,417 34 |
| Stationery | 9,000 | 8,950 96 | 43 04 |
| | 259,000 | 236,304 10 | 22,695 90 |

Amount of blanks, books, and facing-slips issued by the blank agency during the year ending June 30, 1882.

| Quarter. | Blanks. | Books. | Facing-slips. |
|--------------------|------------|--------|---------------|
| First | 10,781,350 | 18,984 | 10,167,600 |
| Second | 11,301,500 | 21,037 | 7,216,000 |
| Third | 15,500,500 | 25,679 | 7,216,000 |
| Fourth | 10,593,600 | 17,093 | 8,137,000 |
| Total | 48,176,950 | 82,793 | 32,736,600 |

D. W. RHODES,
Superintendent.

4 P M G

E.—Estimates for the fiscal year ending June 30, 1884, for the office of the First Assistant Postmaster-General.

| Items. | Expenditures for 1880-81. | Appropriations for 1881-82. | Expenditures for 1881-82. | Increase of ex- penditures in 1881-82 over 1880-81. | Estimates for 1882-83. | Appropriations for 1882-83. | Estimates for 1883-84. | Increase of es- timates for 1883-84 over appropriations for 1882- '83. |
|------------------------------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------------------------------------|---------------------------|--------------------------------|---------------------------|---------------------------------------------------------------------------------------|
| For compensation to postmasters. | \$3,298,742 79 | \$7,800,000 00 | \$8,964,676 72 | \$965,933 83 | \$8,800,000 00 | \$8,800,000 00 | \$10,134,091 25 | \$1,334,091 25 |
| Same, per act of August 5, 1882, deficiency. | | 1,192,208 88 | | | | | | |
| For clerks in post-offices. | 3,676,756 22 | 3,850,000 00 | 3,908,396 60 | 231,640 38 | 4,225,000 00 | 4,385,000 00 | 4,850,000 00 | 465,000 00 |
| Same, per act of March 6, 1882, additional. | | 100,000 00 | | | | | | |
| For letter-carriers. | 2,449,911 54 | 2,600,000 00 | 2,623,262 74 | 123,351 20 | 3,000,000 00 | 3,000,000 00 | 3,600,000 00 | 400,000 00 |
| Same, per acts of March 6, 1882, and August 7, 1882. | | 25,000 00 | | | | | | |
| For rent, fuel, and light. | 382,714 86 | 425,000 00 | 401,978 04 | 10,263 18 | 450,000 00 | 450,000 00 | 450,000 00 | |
| For office furniture. | 19,296 87 | 20,000 00 | 20,716 64 | 1,419 77 | 25,000 00 | 20,000 00 | 30,000 00 | 10,000 00 |
| For stationery. | 49,238 45 | 50,000 00 | 456,517 28 | 7,278 83 | 60,000 00 | 55,000 00 | 65,000 00 | 10,000 00 |
| For miscellaneous and incidental items. | 80,989 15 | 90,000 00 | 68,594 76 | 12,394 39 | 100,000 00 | 90,000 00 | 90,000 00 | |
| For wrapping-paper. | 24,900 10 | 20,000 00 | 19,983 50 | 14,906 51 | 22,000 00 | 22,000 00 | 25,000 00 | 3,000 00 |
| Same, per act of August 5, 1882, deficiency. | | 5,000 00 | | | | | | |
| For printing (exclusive of stamps). | 84,603 38 | 55,000 00 | 52,754 64 | 1,848 74 | 55,000 00 | 55,000 00 | 55,000 00 | |
| For mailing and rating stamps. | 13,499 50 | 15,000 00 | 14,144 30 | 644 80 | 15,000 00 | 15,000 00 | 25,000 00 | 10,000 00 |
| For letter balances and scales. | | 10,000 00 | 10,000 00 | | 15,000 00 | 15,000 00 | 25,000 00 | 10,000 00 |
| For ink, stamping and canceling purposes. | 7,997 80 | | | 2,002 20 | | | 10,000 00 | 7,500 00 |
| For ink, stamping and canceling purposes. | | | | | | 35,000 00 | 10,000 00 | 7,500 00 |
| Totals. | 15,138,650 66 | 16,257,208 88 | 16,141,035 31 | 1,002,384 65 | 16,777,000 00 | 17,142,000 00 | 19,369,091 25 | 2,227,091 25 |

* Deficiency created, \$716.24.

† Deficiency created, \$4,517.78.

; Decrease.

Ea.—EXPLANATION OF ESTIMATES.

POST-OFFICE DEPARTMENT,
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 23, 1882.

SIR: Agreeably to your request, I submit herewith estimates of the appropriations necessary for the use of this office for the fiscal year ending June 30, 1884, under the following heads, viz :

| | |
|-----------------------------------------------|-------------------|
| For compensation to postmasters..... | \$10, 134, 091 25 |
| For clerks in post-offices..... | 4, 850, 000 00 |
| For free-delivery service..... | 3, 600, 000 00 |
| For rent, fuel, and light..... | 450, 000 00 |
| For office furniture..... | 30, 000 00 |
| For stationery in post-offices..... | 65, 000 00 |
| For miscellaneous and incidental items..... | 90, 000 00 |
| For wrapping-paper..... | 25, 000 00 |
| For wrapping-twine..... | 55, 000 00 |
| For marking and rating stamps..... | 25, 000 00 |
| For letter balances and scales..... | 25, 000 00 |
| Ink for stamping and canceling purposes..... | 10, 000 00 |
| Pads for stamping and canceling purposes..... | 10, 000 00 |

Total estimate 19, 369, 091 25

or \$2,227,091.25 more than the appropriation for the current year.

COMPENSATION TO POSTMASTERS.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years :

| | 1880-'81. | 1881-'82. | Increase. |
|---------------------|------------------|------------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates..... | \$7, 550, 000 00 | \$7, 800, 000 00 | |
| Appropriations..... | 7, 500, 000 00 | 7, 800, 000 00 | |
| Expenditures..... | 8, 288, 742 79 | 8, 984, 676 72 | 8.02 |
| Deficiency..... | 798, 742 79 | 1, 184, 676 72 | 45.81 |

From the above it will be perceived that the expenditures for the fiscal year ended June 30, 1882, exceeded the appropriation for that period in the sum of \$1,164,676.72. In anticipation of a large deficiency, Congress, at its last session, upon the recommendation of the Postmaster-General, appropriated the sum of \$1,192,206.88, or so much thereof as might be necessary, to meet the deficit for this item during the fiscal year. The deficiency reported by the Auditor (\$1,164,676.72) is not so large as the amount appropriated by \$27,530.66; but it is expected that when the delayed returns from postmasters for the year shall have been received, the whole amount appropriated by Congress will be expended. The expenditures for the past fiscal year were also greater than those of the previous year in the sum of \$665,933.93, or 8.02 per cent.

The expenditures for the past year also exceed the appropriation (\$8,800,000) for the current fiscal year by \$164,676.72.

From the foregoing it will appear that a very much larger appropriation for compensation to postmasters should be made for the next fiscal year.

It has been ascertained that the compensation of postmasters bears a direct relation to the gross receipts of the department. The present law

regulating the compensation of postmasters of the fourth class went into operation the 21st July, 1878.

During the first fiscal year of the change, ended June 30, 1878, it required 23.9 per cent. of the gross receipts to pay the compensation of postmasters.

During the fiscal year ended June 30, 1880, 23.1 per cent. was required; for the year ended June 30, 1881, 22.5 per cent. was required; and for the year ended June 30, 1882, 21.4 per cent. was necessary.

It will thus be seen that the decrease in percentage of compensation to postmasters to the gross receipts has been a steady one; and this is only natural, since the great bulk of the receipts is collected at the larger offices, where the salaries are fixed by law. The receipts for the fiscal year ending June 30, 1884, based on an increase of 10 per cent. upon the last fiscal year, have been estimated at \$50,670,456.27. It is believed that not more than 20 per cent. of this amount will be required to pay postmasters for the next fiscal year. Upon this basis it is estimated that \$10,134,091.25 will be necessary for the compensation of postmasters for the year ending June 30, 1884. This amount will be \$1,334,091.25 greater than the amount (\$8,800,000) appropriated for the present fiscal year, or an increase of 15.16 per cent.

An essential element in the above estimate is the increase under the biennial readjustment of July 1st last in the salaries of postmasters at first, second, and third class offices, amounting to \$563,400 more than was paid last year.

CLERKS IN POST-OFFICES.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows:

| | 1880-'81. | 1881-'82. | Increase. |
|---------------------|------------------|------------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates | \$3, 650, 000 00 | \$3, 850, 000 00 | |
| Appropriations..... | 3, 680, 000 00 | 3, 850, 000 00 | 7.33 |
| Expenditures | 3, 676, 756 22 | 3, 908, 396 60 | 6.30 |

The appropriation of \$3,850,000 for the fiscal year ended June 30, 1882, was found, after six months of the year had expired, to be inadequate for the necessities of the service, and upon the recommendation of the Postmaster-General an additional \$100,000 for the year was appropriated by Congress on the 6th of March last for this item, making the whole amount \$3,950,000. This appropriation was \$270,000, or 7.33 per cent. greater than for the previous year. The appropriation for the present fiscal year is \$4,385,000.

The expenditures for the last fiscal year amounted to \$3,908,396.60, or \$41,603.40 less than the appropriation. In no other fiscal year have the requests for additional allowances for clerical service and separating mails in post-offices been so numerous or so urgent as the past. These requests have been made by postmasters in all sections of the country, but they have been especially necessary in the rapidly-growing portions of the West and Southwest. Postmasters at many of the principal cities in the older States have also applied for additional allowances for clerk-hire, in consequence of the great increase of the business of their offices from registered matter, merchandise passing through the mails.

and from other causes. After the passage of the act granting \$100,000 additional for this purpose for the past fiscal year, I found myself somewhat embarrassed, owing to many deserving applications, in making a proper disposition of it.

The commission referred to in my report to the Postmaster-General was determined upon as a measure of relief, as well as with a view to the better organization of the service in several of the large cities. The adoption of their recommendations resulted in a considerable saving of funds, and furnished a better basis for making future allowances at the offices visited. This did not afford sufficient relief, however, nor have I yet been able, with the appropriation at my command, to grant all the requests from the South and West, which are equally urgent, though the revenue derived from these offices is not so large as from many in the North and East, nor is it in numerous instances at all in proportion to the great amount of labor required.

I have therefore estimated the amount necessary to be appropriated for clerks in post offices for the fiscal year ending June 30, 1884, at \$4,850,000, which is \$465,000, or 10.6 per cent., greater than the appropriation for the current year. I consider this amount absolutely requisite to meet the rapidly increasing and important requests of this character which are constantly being received, and are made necessary by the remarkable expansion of postal business in all sections of the country.

FREE-DELIVERY SERVICE.

The following were the estimates, appropriations, and expenditures for this services and the incidental expenses thereof, during the two past fiscal years :

| | 1880-'81. | 1881-'82. | Increase. |
|----------------------|----------------|----------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates | \$2,500,000 00 | \$2,700,000 00 | |
| Appropriations | 2,500,000 00 | 2,600,000 00 | 5 |
| Expenditures | 2,490,911 54 | 2,623,262 74 | 4.93 |

This system was in operation on the 30th of June last in 112 of the principal cities of the country, and employed 3,115 carriers. It has been extended to 25 other cities since that date.

The regular appropriation of \$2,600,000 for the past fiscal year was increased in the sum of \$25,000, to meet an anticipated deficiency, making \$2,625,000 for the period, and an increase of \$125,000, or 5 per cent., over that of the previous year. The expenditures were \$2,623,262.74 for the fiscal year, or \$1,737.26 less than the appropriation. The cost of the service was increased \$123,351.20 over that of the preceding year, principally owing to the appointment of additional carriers in cities where the service was already in operation. The service was extended to only three cities during the year.

The postage on local matter for the year was \$3,816,576.09, an increase of \$542,945.70 for the year. The average cost per piece for handling matter was 2.3 mills, a decrease of 0.1 mill as compared with the last year. The average cost per carrier was \$835.75, a decrease of \$37.79.

The appropriation for the present fiscal year is \$3,200,000, of which amount \$200,000 was appropriated by the terms of the act of August

2, 1882, which law requires the promotion of carriers to the next higher grade after one year's service.

For the fiscal year ending June 30, 1884, it is estimated that an appropriation of \$3,600,000 will be required in order that free delivery may be extended to other cities possessing the necessary qualifications, either of population (20,000) or of gross revenue (\$20,000) from the post-office; that provision may be made for the development of the service where it already exists, and that the pay of certain carriers may be increased under the provisions of the law above mentioned.

The increase of estimate is \$400,000, or 12 per cent. more than the amount appropriated for the current year.

A detailed explanation of the expenses of this service, as well as of its popularity and usefulness, will be found in my annual report to the Postmaster-General.

RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this item for the two last fiscal years were as follows:

| | 1880-'81. | 1881-'82. | Increase. |
|----------------------|--------------|--------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates | \$450,000 00 | \$500,000 00 | |
| Appropriations | 425,000 00 | 425,000 00 | |
| Expenditures | 382,714 86 | 401,978 04 | 5.03 |

The estimate for these items for the fiscal year ending June 30, 1884, is \$450,000, the same as the appropriation for the current year, and it exceeds the expenditures for the past year in the sum of \$48,021.96, or 11.94 per cent. By law allowances of this character are made only at offices of the first and second classes, or where the salaries of the postmasters are \$2,000 and upwards per annum, and they are usually based upon the amounts received at the different offices from box-rents and the commissions upon the sales of stamps. The increase in these allowances during the past fiscal year over that of the preceding one was \$19,263.18, or 5.03 per cent. Of the whole amount expended, about \$305,000 was for rent of buildings for post-offices.

It has been my endeavor during the time I have been in the department to secure for use, when permitted to do so by the postal laws, a better class of buildings in the different cities for post-offices than have heretofore been occupied, and my efforts have been attended with considerable success in many places. Still further improvements can be made and advantages secured in this particular, as the inhabitants of the larger cities (where government buildings do not exist) have become aware of the importance of a well-built and well-finished structure for postal business. With this object in view I consider that an appropriation of \$450,000 would not be excessive for these items.

I am also of the opinion that some provision should be made by Congress by which postmasters of the third class, whose salaries are \$1,000 and less than \$2,000 per annum, should, to a certain extent, be relieved from the payment of the rent of their offices out of their salaries. Considering that the revenues of the department for the past fiscal year exceeded the expenditures, it seems to me that liberality could be observed in this direction.

OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two years were as follows:

| | 1880-'81. | 1881-'82. | Increase. |
|----------------------|-------------|-------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates | \$20,000 00 | \$25,000 00 | ..... |
| Appropriations | 20,000 00 | 20,000 00 | ..... |
| Expenditures | 19,296 87 | 20,716 64 | 7.35 |

The appropriation for this item for the present fiscal year is \$20,000, or the same as for the previous year, and, in my judgment, is entirely too small for the purpose. The postal affairs of the country cannot be properly and expeditiously conducted unless the offices are furnished with suitable facilities in the way of furniture, such as tables for as sorting the mails, desks for writing, racks for hanging the mail-bags, and many other articles which are absolutely necessary for the proper transaction of business. I regret to say that within my own knowledge there are many post-offices so ill-provided in these respects that it is a source of unfavorable comment by their patrons upon the departmental management. Many postmasters have been compelled to provide articles of furniture at their own expense, and assume the risk of disposing of them to their successors. Especially is this the case in the matter of safes, which are indispensable in all of the larger offices. During the past year the applications of postmasters to have offices supplied with them have been more numerous than ever before. Considering that it was, to a certain extent, both economical and proper to provide safes for many of the important offices where much registered matter is sent for distribution to other points, I have made quite a number of allowances for that purpose during the year, and the bills for such items having been presented earlier than was anticipated, a deficiency of \$716.64 has thereby been created. I have estimated the amount requisite for this item for the fiscal year ending June 30, 1884, at \$30,000, an increase of 50 per cent. over the appropriation for the present year, and firmly believe the public interests require it.

STATIONERY IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years:

| | 1880-'81. | 1881-'82. | Increase. |
|----------------------|-------------|-------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates | \$50,000 00 | \$60,000 00 | ..... |
| Appropriations | 50,000 00 | 50,000 00 | ..... |
| Expenditures | 49,238 45 | 56,517 28 | 14 |

The appropriation for stationery for the current fiscal year is \$55,000, which is \$5,000, or 10 per cent., more than was granted for either of the two previous years, while the expenditures for the year 1881-'82 exceeded the appropriation for this item, for the same period, in the sum of \$6,517.28, thereby causing a deficiency for the year of that amount.

The expenditures for the past year were greater than those of the previous year by \$7,278.83, or 14 per cent.

I much regret that a deficiency should have occurred for stationery during the past year. The causes were that no increase was made in the appropriation for this item for the year, although an estimate for \$10,000 additional was made; that the requests for the articles used under this item are becoming more numerous and urgent each year, and in the same degree in which the postal business is augmented; and further, that by the regulations of the department, postmasters at first and second class offices (the only ones who are entitled to allowances for these items) are permitted to purchase the necessary stationery without making application to the department for the same. The stationery used by many post-office inspectors and railway mail service superintendents has also been paid for out of this item.

It is the first time that a deficiency in this appropriation has occurred in several years, and it could have been avoided if the returns of the postmasters to the Auditor were readily accessible at the end of each quarter. The estimate for this item for the next fiscal year has been placed at \$65,000, an increase of \$10,000, or 18 per cent. over that of the current year, and I know of no good reason why that appropriation should not be made.

MISCELLANEOUS AND INCIDENTAL ITEMS.

The following were the estimates, appropriations, and expenditures for these items during the two past fiscal years:

| | 1880-'81. | 1881-'82. | Increase. | Decrease. |
|----------------------|-------------|--------------|-----------|-----------|
| | | | Per cent. | Per cent. |
| Estimates | \$90,000 00 | \$100,000 00 | | |
| Appropriations | 85,000 00 | 90,000 00 | 5.88 | |
| Expenditures | 80,989 15 | 68,594 76 | | 15.30 |

The appropriation for the present fiscal year is \$90,000, or the same as for the last year, and is but \$5,000, or 5.88 per cent., greater than that for the year ended June 30, 1880-'81. It will be perceived that the expenditures for the past fiscal year were \$12,394.39, or 15.30 per cent. less than for the year previous. This was mainly due to the fact that the expenses for the miscellaneous and incidental items of the railway mail service, heretofore charged to this office, were, during the last half of that fiscal year, transferred to the accounts of the Second Assistant Postmaster-General's office, in the absence of any specific appropriation therefor. Nevertheless I do not anticipate that the expenditures for these items will again be as low as they were during the past year.

The same necessity exists as heretofore for the rental of telephones, for telegraphic communications, and the many other expenses incidental to the proper dispatch of business in post-offices, and must necessarily increase in proportion as the country expands and the postal business increases. Post-offices cannot be successfully conducted without the numerous little appliances to facilitate business which are ordinarily seen in other large public and private establishments; and I have therefore estimated the amount necessary for these items for the next fiscal year at \$90,000, or the same as appropriated for the present year.

BLANK AGENCY.

Some time prior to my report of last year this division of the department was detached from this bureau and assigned by the Postmaster-General to his office; hence no estimates were then prepared by me for its appropriations.

The division having been since restored to the office of the First Assistant Postmaster-General, the estimates for its service are again submitted by that officer.

WRAPPING-PAPER.

The estimates, appropriations, and expenditures for this article for the two past fiscal years were as follows:

| | 1880-'81. | 1881-'82. | Increase. | Decrease. |
|---------------------|-------------|-------------|------------------|------------------|
| | | | <i>Per cent.</i> | <i>Per cent.</i> |
| Estimates..... | \$20,000 00 | \$20,000 00 | | |
| Appropriations..... | 20,000 00 | 20,000 00 | 25 | |
| Expenditures..... | 24,900 00 | 19,993 59 | | 19.70 |

The appropriation for this item for the current fiscal year is \$22,000, or 10 per cent. over the expenditures of the last year.

In anticipation of a deficiency for this article during the past year, an additional appropriation of \$5,000 was asked for. It was not given, however, until very late in the session (August 5, 1882), and consequently was not available during the fiscal year. It will be observed that the expenditures for the fiscal year 1880-'81 were \$4,906.51 greater than for the last year, which was owing to the greater demand by postmasters for wrapping-paper, and a higher contract price for the article.

To meet the possible increase in the price of wrapping-paper, and to provide for the additional demand, especially for properly preparing packages of registered matter and merchandise for mailing, I have estimated the appropriation requisite for the fiscal year ending June 30, 1884, at \$25,000, or the same as the total amount granted last year, and an increase of 13.63 per cent. over the present appropriation.

WRAPPING-TWINE.

The following were the estimates, appropriations, and expenditures for this item during the two past fiscal years:

| | 1880-'81. | 1881-'82. | Decrease. |
|---------------------|-------------|-------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates..... | \$50,000 00 | \$55,000 00 | |
| Appropriations..... | 55,000 00 | 55,000 00 | |
| Expenditures..... | 84,603 38 | 52,754 64 | 37.64 |

The appropriation for the present fiscal year is \$55,000, or the same as for the preceding year. It is also an increase of 4.25 per cent. over the expenditures for this article for the last fiscal year. It will be noticed that the expenditures for the year ended June 30, 1881, were \$31,848.74, or 60.37 per cent. in excess of those for the past year. This was mainly due to the high contract price of the article as compared with previous years. Hence it will be seen that an estimate cannot easily be made for a commodity which is so liable to fluctuate in value, but I submit the same estimate for the year ending June 30, 1884, as for the last year,

\$55,000, in the hope that it will be sufficient to cover all contingencies. This amount is the same as the appropriation for the present year.

MARKING AND RATING STAMPS.

The estimates, appropriations, and expenditures for these articles for the past two fiscal years were as follows:

| | 1880-'81. | 1881-'82. | Increase. |
|----------------------|-------------|-------------|------------|
| Estimates | \$15,000 00 | \$15,000 00 | — |
| Appropriations | 13,500 00 | 15,000 00 | \$1,500 00 |
| Expenditures | 13,499 50 | 14,144 30 | 644 80 |

The appropriation for these items for the current fiscal year is the same as for the last one, \$15,000, and exceeds the expenditures for the past year in the sum of only \$855.70.

The expenditures for the fiscal year just closed were but \$644.80 greater than those for the year previous. It will therefore be perceived that the recent appropriations for the above articles have not been at all extravagant.

I have estimated the appropriation necessary for these items for the fiscal year ending June 30, 1884, at \$25,000, an increase of \$10,000, or 66 $\frac{2}{3}$ per cent. over that for the present year; and have done so for the following reasons:

By the postal regulations it is necessary that the gross receipts of a post-office should be \$50 per annum to entitle it to receive a letter balance and a marking and rating stamp at the expense of the department. This regulation has been productive of much inconvenience both to the postmaster and the public, and has undoubtedly been the cause of considerable loss of revenue to the department, from the failure of the postmaster to properly weigh, rate up, and cancel the postage-stamps upon the mailable matter deposited in his office. The number of post-offices so deprived of these facilities for postal business is estimated at 10,000, and at these offices such stamps as are used have been paid for by the postmaster.

The Postmaster-General having called the attention of Congress to this matter, an appropriation of \$35,000 was made at the last session for the purpose of partially remedying it, and already under the law about 800 fourth-class offices have been supplied "with the necessary implements for canceling stamps and weighing and post-marking mail matter," the limit being the value of \$5 to each office. Itemized this expense is about as follows:

| | |
|--------------|--------|
| Scales | \$2 80 |
| Stamp | 79 |
| Pad | 60 |
| Ink | 40 |
| Total | 4 59 |

The above appropriation for this purpose will therefore supply about 7,000 post-offices, and it is with a view of furnishing the remaining 3,000 with these implements, and also supplying all new offices with these materials, that the increase of \$10,000 is in part asked for. Postmasters at many of the larger offices also frequently request to be furnished with new marking and rating stamps, in consequence of the old ones having become damaged or inaccurate. Ordinarily these stamps have to be renewed in all offices after from two to four years' use.

The following were the estimates, appropriations, and expenditures for these items for the two past fiscal years:

| | 1880-'81. | 1881-'82. | Increase. |
|----------------------|-------------|-------------|------------------|
| | | | <i>Per cent.</i> |
| Estimates | \$10,000 00 | \$10,000 00 | ----- |
| Appropriations | 8,000 00 | 10,000 00 | 25.00 |
| Expenditures | 7,987 80 | 10,000 00 | 25.03 |

The appropriation for these articles for the current fiscal year is \$15,000, or 50 per cent. more than for the previous one, and it is likewise 50 per cent. more than the expenditures for the past year, which exceeded those of the fiscal year 1880-'81 in the sum of \$2,002.20, or 25.03 per cent.

In my remarks above in connection with a largely increased estimate for the articles of marking and rating stamps, I have substantially assigned reasons why a much larger appropriation should also be made for letter-balances, scales, and test-weights. I therefore consider further explanation unnecessary for submitting an estimate of \$25,000 for these items. This is an increase of \$10,000, or 66 $\frac{2}{3}$ per cent. over the present appropriation, and, in my opinion, is fully justified by the benefit expected to be conferred upon the department if it shall be given.

INK FOR STAMPING AND CANCELING PURPOSES.

This item has not been before included in the regular estimates.

In pursuance of the policy adopted at the last session of Congress with reference to fourth-class offices, alluded to above in my estimate for marking and rating stamps, I am of the opinion that it should hereafter be annually mentioned as necessary. In order, therefore, that post-offices now denied this article at departmental expense may be supplied therewith, I have to suggest that \$10,000 be asked for this item for the next fiscal year.

In this connection I desire to say, that of the many articles used by postmasters in the transaction of their business, none is of comparatively more value in its relations to the revenue of the department than ink for stamping and canceling purposes. Unless it is of superior quality, and uniformly used, many irregularities must occur in postal matters, and the proceeds of the sales of many stamps must be neutralized by their imperfect cancellation. I am aware that the matter of procuring an ink suitable in color, and at the same time indelible, and furnishing it without expense to all postmasters for use in their postal business, has been many times under consideration by the department. Postmasters at first and second class offices have found it absolutely necessary to use the best quality of ink they could procure, and their returns for the expense of the same have been made and allowed in their quarterly accounts. Postmasters at many other offices have been in the habit of furnishing, at their own expense, stamping ink of various colors and grades, which in many instances have not proved at all suitable for the purpose. Under these circumstances I consider that if Congress would give its attention to this matter and authorize the Postmaster-General to expend a suitable amount of money for the purchase of a proper ink for canceling purposes, to be used in all post-offices, such

action would be of inestimable benefit to the department. I hope that you will take occasion to recommend that this be done.

PADS FOR STAMPING AND CANCELING PURPOSES.

This item has not before been estimated for in the usual manner. The provision made for their purchase at fourth-class offices, referred to under the head of marking and rating stamps, necessitates an estimate for them for the next fiscal year. I suggest that \$10,000 be appropriated for these articles, as they are a necessary accompaniment wherever stamping-ink is used for canceling purposes.

DEPARTMENTAL PRINTING, BINDING, ETC.

The estimate for this item for the next fiscal year has been prepared in this office, and forwarded by the Postmaster-General to the Secretary of the Treasury, in accordance with the previous practice.

DEPARTMENTAL STATIONERY.

The estimate for this item has been prepared, and will be addressed, according to custom, to the Postmaster-General, who will include it in the statement to be submitted by him relative to estimates for other departmental expenses for the next fiscal year.

The aggregate of the above estimate is, as before stated, \$19,369,091.25, which is \$2,227,091.25, or 12.99 per cent., more than the appropriations for the current fiscal year.

A tabular statement, marked E, will be found appended to these estimates, giving further information in regard to them.

SUMMARY:

Estimate for 1881-'82, \$15,135,000.

Estimate for 1882-'83, \$16,777,000; increase, \$1,642,000, or 10.80 per cent.

Estimate for 1883-'84, \$19,369,091.25; increase, \$2,592,091.25, or 15.45 per cent.

Appropriation for 1881-'82, \$16,257,206.88.

Appropriations for 1882-'83, \$17,142,000; increase, \$884,793.12, or 5.44 per cent.

Expenditures for 1880-'81, \$15,138,650.66.

Expenditures for 1881-'82, \$16,141,035.31; increase, \$1,002,384.65, or 662 per cent.

In closing the above statement, it is proper to say that unless the original appropriations for the past fiscal year had been, in some instances, considerably increased by subsequent legislation during the last session of Congress, the postal business, so far as the allowances of this bureau for the service are concerned, could not have been conducted so satisfactorily as it has been. I hope that an equally liberal spirit will be manifested by Congress in the consideration of the present estimates, and that there will be no hesitation among the members of that body in doing all that seems reasonable and proper to aid in promoting the efficiency of the postal service by granting the enlarged appropriation asked for.

Very respectfully,

FRANK HATTON,
First Assistant Postmaster-General.

Hon. T. O. HOWE,
Postmaster-General.

R E P O R T
OF THE
SECOND ASSISTANT POSTMASTER-GENERAL
FOR THE
YEAR ENDED JUNE^d 30, 1882.

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 20, 1882.

SIR: The cost of inland transportation June 30, 1882, was:

| | |
|-----------------------------------------------------------|---------------------|
| Of 1,339 railroad routes, aggregating 100,563 miles | \$12, 753, 184 |
| Of 109 steamboat routes, aggregating 15,434 miles | 574, 019 |
| Of 10,797 star routes, aggregating 227,621 miles | 5, 553, 849 |
| Total cost | 18, 881, 052 |

Comparison with the last annual statement shows, for the railroad service an increase of 195 routes, of 8,994 miles, and of \$1,139,816 in annual cost; for the steamboat service, a decrease of 17 routes, of 5,704 miles, and of \$179,148 in annual cost; for the star service, an increase of 525 routes, a decrease of 3,678 miles upon contract prices and annual salaries, irrespective of fines and deductions; hence the apparent discrepancy between those tables and the Auditor's statement.

STAR SERVICE.

In my preceding report the orders reducing the star service were stated to June 30, 1881, and since that date the following reductions have been made: July, 1881, \$384,397; August, \$122,647; September, \$111,056; October, \$83,451; November, \$145,327; December, \$210,831; January, 1882, \$67,539; February, \$45,012; March, \$41,629; April, \$16,988; May, \$7,963; and June, \$39,059. Total, \$1,275,899.

During the same period the increase of service was as follows: July, 1881, \$57,593; August, \$38,943; September, \$33,269; October, \$34,792; November, \$34,172; December, \$38,881; January, 1882, \$61,538; February, \$14,684; March, \$30,336; April, \$29,504; May, \$13,224; June, \$24,157. Total, \$411,093.

| | |
|---------------------------|-----------------|
| Aggregate decrease | \$1, 275, 899 |
| Aggregate increase | 411, 093 |
| Net decrease | 864, 806 |

In all cases, to determine the proper measure of increase or decrease of service,

THE PRODUCTIVENESS OF THE ROUTES

is one of the standards by which the postal necessities of the people are considered, and in the endeavor to supply all communities with adequate facilities the gauge of revenue to assist in determining the frequency and cost of service is relaxed in respect to the extreme western section of the country. In that section, in many cases, to supply offices of the same grade as those in the Eastern States, the cost of an equal number of trips per week is greater on account of the increase of distance and the comparative difficulty of traversing the routes, and the same principle is observed with regard to portions of the southern section of the country, the tests applied to northern routes not being closely adhered to, because of the greater area over which the population to be supplied is distributed.

The element of revenue, derived from the post-offices to be supplied, controlled in the preparation of the advertisements of October 15, 1881, and March 1, 1882, for

SERVICE GOING INTO OPERATION JULY 1, 1882,

in the States of Arkansas, Louisiana, Texas, Kansas, Nebraska, Colorado, Nevada, California, and Oregon, and the Territories of Dakota, Indian, Montana, Wyoming, Washington, Idaho, Utah, Arizona, and New Mexico. In these States and Territories the routes were uniformly advertised on schedules which, it is believed, will meet all requirements without resorting to orders of expedition. In the process of readjustment, certain large routes were divided into smaller ones, and thus opened to a less restricted competition, while by changing the termini, a saving of distance and cost has been obtained.

The following table illustrates the change in this Pacific section by the readjustment:

| | | TRANSPORTATION. | Miles. |
|------------------------|------------------------------------|-----------------|---------------|
| Louisiana | | | |
| Texas | | | |
| Indian Territory | June 30, 1881 | | 28, 078, 319 |
| Kansas | July 1, 1882 | | 25, 797, 746 |
| Nebraska | | | |
| Dakota | Decrease 8.12 per cent., or | | 2, 290, 573 |
| Montana | | | |
| Wyoming | | COST. | |
| Colorado | June 30, 1881 | | \$4, 019, 824 |
| New Mexico | July 1, 1882 | | 2, 018, 635 |
| Arizona | | | |
| Utah | Decrease 49.78 per cent., or | | 2, 001, 189 |
| Idaho | | | |
| Washington | | COST PER MILE. | |
| Oregon | | | |
| Nevada | June 30, 1881 | | \$0 14.32 |
| California | July 1, 1882 | | 7.82 |

A fair

COMPARISON OF COST OF STAR SERVICE,

under old and new contracts, can be made by the table which follows; and while it will be observed that in some cases the routes are not changed under new contracts, there are in others slight increases or decreases, either in distance, speed, or the number of trips; but in every instance a decrease in the amount of compensation:

| Number of route. | Termini of route. | Under old contracts, as increased. | | | | Under new contracts, from July 1, 1882. | | | | |
|------------------|------------------------------------|------------------------------------|--------|--------|-------------|-----------------------------------------|--------|--------|-------------|------------|
| | | Miles. | Trips. | Hours. | Annual pay. | Miles. | Trips. | Hours. | Annual pay. | |
| 36183 | Monroe to Shreveport..... | 122 | 7 | 36 | \$22,367 00 | 110 | 7 | 27½ | \$11,800 00 | |
| 31146 | Rio Grande City to Laredo..... | 121 | 6 | 22 | 8,439 00 | 105 | 6 | 21½ | 4,891 00 | |
| 31168 | Austin to Fort Concho..... | 249 | 7 | 48 | 28,800 00 | 249 | 6 | 48 | 11,700 00 | |
| 31454 | Abilene to Fort Concho..... | 94 | 7 | 20½ | 19,709 00 | 94 | 6 | 24 | 4,237 00 | |
| 32018 | Caldwell to Fort Sill..... | 189½ | 6 | 36 | 34,200 00 | 189½ | 6 | 36 | 8,900 00 | |
| 32020 | Camp Supply to Dodge City..... | 94 | 6 | 20 | 5,707 00 | 94 | 6 | 20 | 2,283 00 | |
| 32021 | Camp Supply to Mobeetie..... | 94 | 6 | 20 | 12,300 00 | 94 | 6 | 20 | 4,435 00 | |
| 32273 | Hutchinson to Medicine Lodge..... | 39 | 6 | 8½ | 5,824 00 | 39 | 6 | 8½ | 1,790 00 | |
| | | 45 | 3 | 10½ | | 45 | 3 | 9½ | | |
| 36197 | Bozeman to Miles City..... | 328 | 7 | 84 | 76,999 95 | 328 | 7 | 84 | 21,000 00 | |
| 36115 | Helena to Missoula..... | 151 | 7 | 37 | 18,739 58 | 50 | 6 | 12 | 1,900 00 | |
| 36124 | Silver Bow to Deer Lodge..... | 36 | 7 | 7 | 4,305 56 | 127 | 7 | 30 | 4,900 00 | |
| 36146 | Del Norte to Ouray..... | 230 | 7 | 52 | 36,296 53 | 216 | 7 | 74 | 19,210 00 | |
| 36135 | Antelope Springs to Silverton..... | 63 | 7 | 21 | 13,253 83 | 63 | 3 | 24 | 3,510 00 | |
| 36104 | Socorro to Fort Stanton..... | 120 | 7 | 29 | 16,770 16 | 120 | 7 | 29 | 5,020 00 | |
| 46193 | Prescott to Mohave City..... | 190 | 3 | 36 | 28,097 15 | 190 | 3 | 60 | 8,420 00 | |
| 46195 | Ehrenberg to Signal..... | 126 | 3 | 22 | 9,119 42 | 126 | 3 | 36 | 5,994 00 | |
| 46199 | Florence to McMillan..... | 125 | 7 | 30 | 17,569 89 | 125 | 7 | 30 | 6,900 00 | |
| 46116 | Phoenix to Prescott..... | 105 | 7 | 26 | 32,640 32 | 136 | 7 | 35 | 9,500 00 | |
| 46122 | Richfield to Kanab..... | 205 | 6 | 36 | 14,340 00 | 205 | 3-6 | 45 | 5,460 00 | |
| 47121 | Lava to Salmon City..... | 135 | 7 | 33 | 19,345 45 | 100 | 7 | 28 | 4,700 00 | |
| 46149 | Roseburg to Empire City..... | 72 | 6 | 27 | 13,775 00 | 72 | 6 | 30 | 5,770 00 | |
| 45101 | Reno to Susanville..... | 92 | 6 | 27 | 11,752 85 | 92 | 6 | 27 | 4,630 00 | |
| 45114 | Winnemucca to Paradise Valley..... | 45 | 7 | 9 | 5,280 00 | 45 | 7 | 9 | 2,620 00 | |
| 46132 | Wells to Hamilton..... | 100 | 3½ | 48 | 16,883 82 | 100 | 3½ | 60 | 5,790 00 | |
| | | 106 | 1½ | | | 106 | 2½ | | | |
| 46120 | Soledad to Newhall..... | 332 | 7 | 53 | 55,424 33 | 323 | 7 | 69 | 20,290 00 | |
| 46122 | Julian to Colton..... | 121 | 3 | 26 | 8,910 00 | 121 | 3 | 30 | 3,468 00 | |
| 46345 | Redding to Weaverville..... | 46 | 7 | 9 | 6,066 66 | 46 | 7 | 9½ | 2,900 00 | |
| 46346 | Redding to Roseburg..... | 280 | 10½ | 67 | 89,000 00 | 280 | 7 | 69 | 48,220 00 | |
| 46383 | Yreka to Shasta..... | 122 | 6 | 27 | 19,359 69 | 122 | 6 | 27 | 8,700 00 | |
| 46236 | Caliente to Independence..... | 226 | 6 | 40 | 36,284 33 | 226 | 6 | 40 | 21,000 00 | |
| 46297 | Willow Ranch to Reno..... | 212 | 6 | 60 | 41,100 00 | 172½ | 6 | 72 | 11,828 00 | |
| | | | | | 729,060 32 | | | | | 283,876 00 |

As further illustrating the reduction in cost under the advertisement referred to, a table follows, showing cost under old contracts after increase of trips and expedition of schedules, cost after orders reducing service, and compensation under the awards of new contracts at the last letting:

| Number of route | Termini of route. | Under old contracts as increased. | | | | Under old contracts as reduced since March 4, 1881. | | | | Under new con- tracts from July 1, 1882. | | | | |
|-----------------|-------------------------------|--------------------------------------|--------|--------|----------------|-----------------------------------------------------------|--------|--------|----------------|------------------------------------------------|--------|--------|----------------|-----------|
| | | Miles. | Trips. | Hours. | Annual pay. | Miles. | Trips. | Hours. | Annual pay. | Miles. | Trips. | Hours. | Annual pay. | |
| 37110 | Rock Creek to Fort Custer | 331 | 7 | 75 | \$100,165 83 | 365 | 3 | 197 | \$11,602 41 | 393 | 3 | 108 | \$13,670 00 | |
| 35113 | Rawlins to Meeker | 165 | 7 | 45 | 31,981 25 | 165 | 3 | 108 | 5,100 00 | 165 | 3 | 59 | 7,320 00 | |
| 38118 | Monument to River Bend | 72 | 7 | 17 | 11,200 00 | 45 | 3 | 20 | 1,125 00 | 45 | 3 | 12 | 1,049 00 | |
| 3-321 | Salida to Del Norte | 84 | 7 | 17 | 17,347 93 | 56 | 3 | 15 | 4,759 43 | 72 | 7 | 14 | 6,500 00 | |
| 34134 | Pueblo to Rosita | 50 | 7 | 10 | 8,148 00 | | | | (*) | | | | | |
| 34135 | Pueblo to Greenhorn | 32 | 3 | 7 | 3,945 60 | 32 | 3 | 16 | 1,815 20 | 20 | 3 | 6 | 460 00 | |
| 34140 | Trinidad to Madison | 68 | 3 | 12 | 4,290 30 | 45 | 3 | 13 | 1,014 00 | 50 | 3 | 13 | 960 00 | |
| 34150 | Saguache to Barnum | 31 | 7-3 | 18 | 7,168 40 | 22 | 7-3 | 19 | 1,454 55 | 24 | 3 | 6 | 920 00 | |
| 38156 | Silverton to Parrott City | 69 | 6 | 15 | 14,870 01 | 69 | 6 | 39 | 5,369 73 | 72 | 6 | 15 | 4,240 00 | |
| 34157 | Gardner to Rosita | 52 | 6-3 | 10 | 3,926 67 | 52 | 6-3 | 21 | 1,963 83 | 42 | 6-3 | 11 | 1,468 00 | |
| 39145 | Ojo Caliente to Animas City | 174 | 7 | 50 | 81,343 76 | 74 | 3 | 43 | 2,115 90 | 74 | 3 | 24 | 2,579 00 | |
| 39146 | Las Vegas to Las Cruces | 424 | 3 | 120 | 39,090 72 | 424 | 3 | 180 | 17,214 17 | 383 | 3 | 105 | 10,180 00 | |
| 39161 | La Cinto to Raton | 168 | 3 | 41 | 14,384 42 | 115 | 3 | 54 | 3,275 02 | 116 | 3 | 36 | 3,230 00 | |
| 4-101 | Prescott to Santa Fé | 416 | 6 | 84 | 105,401 75 | 171 | 3 | 70 | 8,358 00 | 171 | 3 | 50 | 7,320 00 | |
| 49105 | Ehrenberg to Mineral Park | 237 | 3 | 48 | 18,600 00 | 132 | 3 | 25 | 9,119 42 | 126 | 3 | 36 | 5,994 00 | |
| 49113 | Wilcox to Clifton | 167 | 7 | 34 | 27,913 59 | 167 | 3 | 72 | 3,987 65 | 167 | 3 | 60 | 5,993 00 | |
| 41440 | Eugene City to Mitchell | 195 | 3 | 50 | 21,480 89 | 195 | 3 | 121 | 2,324 98 | 115 | 1 | 33 | 1,202 00 | |
| 41554 | The Dalles to Lake View | 297 | 6-1 | 98 | 20,300 00 | 187 | 8-1 | 108 | 4,968 08 | 197 | 3-1 | 79 | 4,990 00 | |
| 41555 | The Dalles to Baker City | 275 | 7 | 72 | 72,520 00 | 275 | 3 | 120 | 12,432 00 | 206 | 3 | 61 | 7,700 00 | |
| 41600 | Canyon City to Fort McDermott | 240 | 7 | 96 | 50,166 66 | 75 | 1 | 41 | 902 50 | 75 | 1 | 36 | 1,244 00 | |
| 46213 | Cloverdale to Eureka | 210 | 7 | 53 | 43,414 88 | 210 | 7 | 64 | 23,500 00 | 210 | 7 | 65 | 9,975 00 | |
| | | | | | 647,638 66 | | | | | 121,361 30 | | | | 97,194 00 |

* Discontinued.

It will be observed that

THE DECREASE OF COST

of the several routes under the letting, from the rates paid for the same or nearly similar service after the orders of reduction, completely refutes the allegation that was frequently made by contractors, when opposing curtailments, that the orders would compel them to transport the mails at an actual loss.

The exact reduction of expense under the readjustment of the routes in the Pacific section is properly the subject of the succeeding report, although it is made apparent now in a foregoing table and in the diminished estimate for the star service for the next fiscal year.

The rate of expenditure on star routes on June 30, 1882, was \$5,553,849, a decrease of \$1,403,506 compared with the cost rate at the close of the previous year. A portion of this reduction is due to extension of railroad service, and, as stated in my previous report, a portion of the orders that augmented this saving were made in the prior fiscal year, and, taking effect in the subsequent year, are of necessity embraced in the amount given above.

NEEDED LEGISLATION.

In my former report it was suggested that statutes should be enacted repealing section 3953 of the Revised Statutes requiring deposits of certified checks with proposals for carrying the mails; authorizing extension of service on star routes; and prescribing penalties to be imposed upon postmasters or employes for making false reports of arrivals and departures of the mails. I also made special recommendation during the last session of Congress for the repeal of section 3961 of the Revised Statutes and the proviso of the second section of the act of April 7, 1880, relative to the rate of compensation to be allowed for expedition in carrying the mails, and a further recommendation was made respecting the rate to be fixed for employing temporary mail service. A draught of a subcontract law was also submitted. But a portion of the recommendations were reached during the session, and only the suggestions relating to extension of routes and the rate for temporary service were adopted. In regard to the subcontract law a substitute for the draught referred to was enacted.

In another part of this report I have given, for the purpose of reference and record, a table (F) of

ORDERS OF EXPEDITION

from January 1, 1872, to April 30, 1881, since which last date no orders expediting star service have been made.

Upon the basis of expenditure for star service, June 30, 1882, already stated at \$5,553,849, the estimate for all new service and necessary increases under present contracts to June 30, 1884, can, with the service now in operation, be provided for with an appropriation of \$5,500,000, and this amount is accordingly recommended. It is estimated also that at the close of the present fiscal year there will be covered into the Treasury an unexpended balance of \$2,250,000 on account of reduction of star service.

STEAMBOAT SERVICE.

Since my former report, changes were made in the steamboat service as follows: By orders of reduction in July, 1881, \$4,962; August, \$15,333;

September, \$19,377; October, \$12,200; November, \$159; December, \$8,460; January, 1882, \$0; February, \$0; March, \$2,121; April, \$27,186; May, \$0; and June, \$900; total, \$90,698.

During the same period orders were made increasing the cost as follows: July, \$17,102; August, \$700; September, \$33,686; October, \$5,081; November, \$0; December, \$0; January, \$21,506; February, \$600; March, \$25,994; April, \$3,640; May, \$2,425, and June, \$2,000; total, \$112,734, being a net increase in cost during the year of \$22,036.

Of the increase in July the sum of \$10,000 made possible a saving of \$37,000, which was included in the gross reduction of steamboat service for the preceding year. Of the increase in September the sum of \$22,036 represents, not an actual increase, but routes on which contract service expired June 30, 1881, and which were not renewed under contract until September 1, the service in the mean time having been continued under orders of recognition at the rate named. Of the increase in January and March service at the rate of \$30,000 per annum was ordered and continued only during the overflow of the Mississippi River and its lower tributaries, which afforded all necessary facilities that were applied for by the people in the submerged districts.

The rate of expenditure for steamboat service at the close of the fiscal year ending June 30, 1882, was \$574,019, a decrease compared with the cost for the previous year of \$179,148. A portion of this decrease is applicable to orders made prior to the beginning of the last fiscal year.

The estimate for steamboat service for the year ending June 30, 1884, is submitted at \$700,000, being a decrease of \$100,000 from the present appropriation. About \$150,000 will be covered into the Treasury as an unexpended balance of the steamboat service appropriation for the current fiscal year.

MAIL MESSENGERS.

The rate of expenditure for mail-messenger service for the fiscal year ended June 30, 1882, was \$724,207, or \$7.20 per mile on 100,563 miles of railroad service.

Upon the above basis of cost per mile of railroad service the estimate for mail messengers for the fiscal year ending June 30, 1884, is given at \$850,000.

MAIL TRANSFERS IN LARGE CITIES.

I desire to call your special attention to the appended report and estimate of Mr. D. B. Parker, chief inspector, in which he suggests that the work of transferring the mails between the post-offices, depots, and wharves in the cities of Boston, New York, Philadelphia, Washington, and Chicago, be performed with an equipment to be owned and operated by the government. The transfer service in the great cities is, as it were, a vital point in the matter of mail transportation. The competition in bidding has brought the compensation for performing this important service so low that total failures have resulted in some cases, while in others the equipment is managed so economically that the efficiency of the service is impaired. It is believed that the plan proposed would not increase the cost; that it would give additional security to the mails, and afford the most efficient and acceptable transfer service that could be performed. Mr. Parker's long experience, as chief inspector, with this class of service, gives to his views the weight and importance which the able conduct of the affairs of his office warrants, and after careful consideration I earnestly commend his suggestion to your notice.

MAIL EQUIPMENTS.

The cost of new mail bags and mail catchers and repair of old ones for the year ending June 30, 1882, was \$198,380.88; and for new mail locks and repair of old ones, \$24,999.50. The appropriations for that year were, for the first two items, \$200,000, and for the last item \$25,000. It will therefore be seen that the necessities of the service required the expenditure of the entire amounts appropriated. The amounts which it is necessary to appropriate for these objects for the year ending June 30, 1884, are as follows:

| | |
|--------------------------------------|-----------|
| For mail bags and mail catchers..... | \$220,000 |
| Mail locks and keys..... | 20,000 |

The reason for the increased estimate for mail bags and catchers is found in the very rapid extension of the railroad system, and the more frequent forwarding of pouches on railroad routes, and the large number of post-offices established on such lines.

For these reasons, which apply with more force to the transactions of the current year than was anticipated when the estimates were made, it is probable that the appropriations for this fiscal year may be found to be inadequate.

Table N shows expenditures for mail bags and mail catchers.

Table O shows expenditures for mail locks.

Table P shows all contracts for above items, with price, &c., in operation June 30, 1882.

SPECIAL FACILITIES.

The appropriation for special facilities on the great lines for the current year is \$600,000. I would suggest that a like sum be provided for 1884, as it is not clear that serious injury would not result to the public if the service secured by this expenditure were discontinued.

RAILWAY POSTAL CLERKS.

The appropriation for railway postal clerks for the current year is \$3,710,000. The average increase for this item for the past six years has been at the rate of 7.20 per cent. per annum, and estimating the cost for 1884 at the same rate of increase, will make the sum required \$3,977,120. The particulars with regard to this item will be found in the report of the General Superintendent of Railway Mail Service.

FINES AND DEDUCTIONS.

The amount withheld from all branches of the service on account of fines and deductions for the year ending June 30, 1882, was \$192,230.25.

This sum is not so great as was shown for the two years last preceding. The shrinkage is attributable mainly to two causes, one of which is that the most expensive of the star service, which was performed in a section of the country particularly liable to interruption from various causes, and from which a large portion of the fines were derived, nearly all ceased in 1881; the other cause of the reduction, the rigorous winter of 1880-'81, was followed by an unusually mild winter, in which there were few failures on account of the weather. The amount deducted is, however, more than the average, and more than was ever deducted in any one year prior to 1880.

RAILROAD SERVICE—GENERAL STATEMENT.

| | | |
|---------------------------------------------------------------------------------------------------------------------------------------------|--|--------------|
| <i>First.</i> Cost of all transportation, on which rates have been adjusted, to June 30, 1882, by books of the Post-Office Department | | \$11,297,333 |
| Cost of same June 30, 1881 | | 10,249,261 |
| Increase for 1882 over 1881 | | 1,048,072 |
| Rate of increase 10.23 per cent. | | |
| Unadjusted service June 30, 1882, 8,449 miles. | | |
| <i>Second.</i> Cost to June 30, 1882, Auditor's statement | | \$10,248,515 |
| Appropriation for 1882 | | 9,458,200 |
| Excess of cost over appropriation | | 790,315 |
| Rate of increase of cost over appropriation, 8.35 per cent. | | |
| Unadjusted service for year ending June 30, 1882, 3,464 miles; estimated cost | | 125,000 |
| Total | | 915,315 |
| Rate of increase of audited cost and estimate over appropriation for 1882, 9.67 per cent. | | |
| <i>Third.</i> Cost by Auditor's statement on Pacific roads to June 30, 1882 | | \$1,376,929 |
| Cost of same to June 30, 1881 | | 961,977 |
| Increase for 1882 over 1881 | | 414,952 |
| Rate of increase 43 per cent. | | |
| <i>Fourth.</i> Appropriation for 1883 | | \$11,130,000 |
| Audited cost and estimate for 1882 | | 10,373,515 |
| Excess of appropriation | | 756,485 |
| Rate of increase 7.29 per cent. | | |

ESTIMATE FOR 1884.

For reasons stated in the last annual report the estimate of the cost of railroad transportation for the current fiscal year was placed at a lower rate of increase than is shown between the cost for the two preceding years. The service in the Pacific States, in which nearly all the routes are located on which the pay is withheld on account of indebtedness to the government, having been adjusted for the new contract term commencing July 1, 1882, the estimate for the ensuing fiscal year will, as usual, be based upon the cost for the year ending June 30, 1882, and the probability of increase in the weight of mails and miles of road to June 30, 1884. The increase in mileage for the last year was 8,994 miles, or 8.9 per cent. increase over the mileage for the previous year. This is the greatest increase in the length of railroad routes ever made in any one year, and is greater than the entire railroad service in operation in 1851. The indications are that there will be not less than 10,000 miles added during the current year, and as much more for 1884.

The regular adjustment of pay from July 1, 1883, will fall in the contract section composed of the States of Illinois, Michigan, Wisconsin, Minnesota, Iowa, and Missouri. In these States the weighing will doubtless show a large increase in the weight of mails, and this will require a corresponding increase in the rates of pay. In arriving at the amount that will be required for railroad transportation for the year ending June 30, 1884, the appropriation for 1883, \$11,130,000, is accepted as the sum nearest to that which will be needed, and adding thereto \$870,000 for new service and for increase of pay on old routes through readjustment, and a total of \$12,000,000 is reached, which is about 8 per cent. (7.81) over the appropriation for 1883, and a little more than 14 per cent. over

the audited cost, and the estimate for new service for the year ending June 30, 1882. The estimated rate of increase is less than is shown for 1882 over 1881, but it is believed that it will be sufficient, as it is probable that the percentage of increase in cost will be somewhat reduced as the aggregate mileage is enlarged.

PACIFIC RAILROADS.

The relations existing between the Pacific Railroad Companies indebted to the United States and the government, in the matter of the withholding of all amounts earned in the transportation of mails over their own and leased and operated lines, and placing the same to their credit, has occasioned much controversy and resulted in numerous suits in the Court of Claims and the Supreme Court. This state of affairs has placed the Post Office Department at some disadvantage in its efforts to secure from these companies the most efficient postal service possible.

The mails are supplied to the people of a very large section of country west of the Missouri River by these lines, and hence the desirability of maintaining amicable relations with the companies controlling this system of roads.

ESTIMATE FOR RAILWAY POST-OFFICE CARS.

The increase in the work of distribution on railroad routes is in keeping with the increase in the weight of mails, and in the number of places reached by railroad, but the use of railway post-office cars being restricted to the lines on which the heavier mails are carried, the increased expenditure for the same is restricted to a lower rate than is required in other branches of the service.

The appropriation for the current year is \$1,526,000. The increased cost for 1882 was \$100,000. It is believed that the service can be conducted for 1884 for \$1,626,000, which is the same total increase as is shown for 1882 over 1881.

EXTENSION OF THE RAILROAD SYSTEM.

Table M shows the mileage, annual transportation, and cost of railroad service for each year, from its commencement in 1836 to June 30, 1882. It is interesting to note that the degree of public prosperity is reflected in the construction of railroads. There was a steady increase in mileage from 1866 to 1872, reaching in the year last given 8,000 miles; then, with the depression in business that followed, it declined from year to year until, in 1877, it touched the minimum—2,200 miles. With the settlement of the financial question and the advance of business, it again steadily increased to 9,000 miles for the fiscal year just closed, which is the greatest number of miles of service ever established in one year.

Table L gives the new service for 1882 in detail. The most important connections established during the year, of a national character, are the Texas Pacific Line through Texas, New Mexico, and Arizona, to California, and the junction with the railroad system of Mexico at Laredo, Texas. The last is a most important event, as a matter of interest to the business people, as it opens a convenient channel of quick intercourse with Mexico, thus presenting a new and promising field for the exercise of the intelligent enterprise of the people of the United States.

RATES OF PAY TO RAILROADS.

The experience of the past year has confirmed this office in the views expressed in the last annual report concerning the rates of compensation prescribed by present laws for carrying the mails on railroads.

Allusions were frequently made during the past winter to a public sentiment which, it was alleged, demanded an increase of pay on some lines, but, at the same time, a reduction in the total cost of carrying the mails on railroad routes.

Public opinion, upon questions which may properly be determined by opinion, ought to prevail. This, however, is an instance in which opinion can be intelligently exercised only after a knowledge of the service rendered in carrying the mails and the compensation paid for the same is obtained through an analysis of the facts, and these contrasted with other transportation service and charges.

Because all will admit that the postal service rendered by the railroad companies is of the highest value to the people, and the amount and character of the service in every case may be accurately ascertained and stated, so that a basis would thus be established, resting upon material and indisputable facts, from which a comparison could be made between the postal and other business of the railroad companies; hence the subject should be approached, not with the settled intention of increasing the rate of pay on one class of roads and depressing it on others, nor of increasing or reducing the total cost of service, but it should be considered in a spirit of impartiality and with a determination to fix the compensation at such rates as the facts may warrant.

The annual increase in the cost of railroad transportation has no bearing whatever on the question as to proper rates of compensation, for, upon reflection, it will appear that the rates of pay and total cost must increase under the present or any other method or scale of payment that may be devised, in keeping with the extension of the system, the growth of the mails, and the increase in the facilities employed for the use and necessary care of the mail in transit.

The value of the postal service between the great railroad centers has grown to such magnitude and importance that the problem of shortening the time of transit between such points will have to be solved at no distant day, and this will doubtless furnish an interesting feature when the question of pay is determined.

There is now more than 100,000 miles of railroad service in operation, reaching into every State and Territory of the Union, furnishing, as it were, the arteries through which a population of fifty millions, dispersed over this vast territory, is supplied with mails. The conditions under which the postal service in the United States is performed, are essentially unlike those under which such service is rendered in the densely populated countries of Europe. Therefore, for the United States, precedents must be established, not followed.

In executing the present law it has become clear to me that under its insufficient provisions an unnecessary expenditure of public money might be made for carrying the mails on railroad routes. Therefore, having in view the large annual expenditure for this branch of the service, I cannot too strongly urge the great importance of at once perfecting the present crude and incomplete laws, so that an uncalled for expenditure would be rendered impossible.

Very respectfully,

RICH'D A. ELMER,

Second Assistant Postmaster-General.

Hon. T. O. HOWE,

Postmaster-General.

ADDENDUM.

Table A exhibits cost, appropriation, and estimates.

Table B shows length of routes, annual transportation, and cost in the several classes of inland mail service.

Table C is a statement of the railway mail service.

Table D is a statement of the steamboat service.

Table E shows the increase and decrease in transportation and cost.

Table F is a statement of star service expedited from January 1, 1872, to April 30, 1881.

Table G shows weight of mails, speed, and accommodations for mails and agents on railroad routes, with an index.

Table H shows the readjustment of pay on railroad routes, with an index.

Table I shows the rate of pay for railway post-office cars, with increase and decrease since last annual report.

Table K states expenditures for necessary and special facilities on trunk lines.

Table L is a statement of railroad service established since last annual report.

Table M shows the growth of railway mail service from 1836 to 1882.

Table N is a statement of all contracts for mail equipments and use of patents.

Table O is a statement of expenditures for certain mail equipments.

Table P is a statement of expenditures for mail-locks.

A. — *Inland transportation, June 30, 1882.*—Cost, appropriation, estimates, and rate of increase and decrease.

| Object. | Cost for 1881. | Cost for 1882. | Increase or decrease per cent. in cost for 1882 as to cost for 1881. | | Appropriation for 1883. | Increase or decrease per cent. in appropriation for 1883 as to cost for 1882. | | Estimate for 1884. | Increase or decrease per cent. as to appropriation for 1883. | |
|-------------------------------------------------------------------------------|----------------|----------------|----------------------------------------------------------------------|-----------|-------------------------|-------------------------------------------------------------------------------|-----------|--------------------|--------------------------------------------------------------|-----------|
| | | | Increase. | Decrease. | | Increase. | Decrease. | | Increase. | Decrease. |
| Inland transportation, railroad routes..... | \$10,349,281 | \$11,297,333 | 10.23 | ..... | \$11,155,000 | ..... | ..... | \$12,000,000 | ..... | ..... |
| Railway post-office car service..... | 1,304,107 | 1,445,851 | 9.73 | ..... | 1,525,000 | 4.53 | ..... | 1,625,000 | 7.58 | ..... |
| Necessary and special facilities on trunk lines..... | 349,749 | 374,531 | 7.07 | ..... | 400,000 | 60.26 | ..... | 400,000 | 6.55 | ..... |
| Inland transportation, steamboat routes..... | 733,167 | 574,019 | ..... | 23.76 | 800,000 | 38.26 | ..... | 700,000 | ..... | 12.50 |
| Inland transportation, star routes..... | 6,957,353 | 5,353,849 | ..... | 20.17 | 7,250,000 | 30.54 | ..... | 5,500,000 | ..... | 24.13 |
| Railway post-office clerks..... | 1,467,560 | 1,574,404 | 5.84 | ..... | 1,700,000 | 7.88 | ..... | ..... | ..... | ..... |
| Route agents..... | 1,266,786 | 1,322,356 | 4.39 | ..... | 1,535,000 | 17.59 | ..... | ..... | ..... | ..... |
| Mail-route messengers..... | 196,741 | 186,884 | ..... | 3.49 | 230,000 | 47.49 | ..... | 3,877,120 | 7.20 | ..... |
| Local agents..... | 157,720 | 149,229 | ..... | 5.38 | 175,000 | 17.27 | ..... | ..... | ..... | ..... |
| Mail messengers..... | 763,341 | 729,207 | ..... | 4.47 | 800,000 | 9.71 | ..... | 850,000 | 6.25 | ..... |
| Mail locks and keys..... | 100,000 | 25,000 | ..... | 75.00 | 25,000 | ..... | ..... | 20,000 | ..... | 20.00 |
| Mail bags and mail-bag catchers..... | 183,929 | 198,381 | 7.86 | ..... | 200,000 | .82 | ..... | 220,000 | 10.00 | ..... |
| Miscellaneous items in the office of Second Assistant Postmaster-General..... | ..... | 480 | ..... | ..... | 1,000 | 108.33 | ..... | 1,000 | ..... | ..... |
| Total..... | ..... | ..... | ..... | ..... | 28,067,000 | ..... | ..... | 25,494,120 | ..... | 2.20 |

* Estimates for these items are made in one sum, as estimate for railway postal clerks.

NOTE.—No allowance is made in this table for fines and deductions.

B.—Table of inland mail-services as in operation June 30, 1892.

[The service and pay on each route are set down to the State or Territory under which the route is numbered.]

| States and Territories. | Length of routes. | | Celerity, and security. | | Length of routes and annual cost in each class of service. | | | | Annual transportation by steamboat. | | Annual transportation by railway. | | Total annual cost. | |
|-------------------------|-------------------|----------|-------------------------|----------|------------------------------------------------------------|--------------|--------------------------------|------------------------------------------|----------------------------------------|-----------|-----------------------------------|------------|--------------------|-----------|
| | Miles. | Dollars. | Miles. | Dollars. | By steamboat. | By railroad. | Annual pay for transportation. | Annual pay for railway post-office cars. | Total annual pay for railroad service. | Miles. | Miles. | Miles. | Miles. | Dollars. |
| Maine..... | 5,538 | 3,625 | 85,292 | 4,227 | 1,087 | 1,087 | 120,950 | 19,650 | 140,600 | 1,839,143 | 116,428 | 1,411,905 | 3,387,266 | 230,119 |
| New Hampshire..... | 1,946 | 1,177 | 30,311 | 60 | 2,250 | 789 | 47,027 | 5,191 | 52,218 | 649,333 | 11,767 | 1,154,727 | 1,815,847 | 104,739 |
| Vermont..... | 2,350 | 1,408 | 40,145 | 882 | 94,922 | 882 | 94,922 | 3,228 | 104,850 | 882,388 | 57,486 | 1,064,108 | 1,926,986 | 144,988 |
| Massachusetts..... | 3,354 | 2,261 | 67,443 | 94 | 11,275 | 2,559 | 333,525 | 49,613 | 383,138 | 139,506 | 62,944 | 5,193,101 | 6,191,923 | 462,096 |
| Rhode Island..... | 4,493 | 1,651 | 9,853 | 133 | 11,393 | 1,179 | 122,306 | 3,105 | 125,411 | 533,971 | 2,610,647 | 4,196,473 | 624,922 | 46,657 |
| Connecticut..... | 1,911 | 817 | 30,047 | 146 | 7,225 | 1,094 | 135,802 | 26,944 | 162,746 | 3,866,739 | 11,012,440 | 2,610,647 | 3,144,618 | 242,753 |
| New York..... | 14,866 | 8,375 | 263,253 | 24,517 | 7,225 | 6,345 | 1,308,125 | 289,060 | 1,597,185 | 4,063,338 | 8,282,011 | 11,012,440 | 14,971,314 | 1,867,673 |
| New Jersey..... | 2,368 | 811 | 24,517 | 24,517 | 1,557 | 1,557 | 220,432 | 33,578 | 254,010 | 4,063,338 | 2,831,965 | 3,400,303 | 3,400,303 | 278,527 |
| Pennsylvania..... | 14,665 | 9,276 | 229,832 | 24,517 | 5,409 | 5,409 | 710,642 | 81,020 | 791,662 | 4,394,227 | 2,831,965 | 12,676,238 | 1,021,244 | 27,945 |
| Delaware..... | 473 | 202 | 5,594 | 271 | 22,351 | 271 | 22,351 | 45,009 | 302,003 | 1,079,283 | 264,191 | 3,086,787 | 27,945 | 27,945 |
| Maryland..... | 2,902 | 1,943 | 60,358 | 735 | 12,036 | 1,224 | 256,994 | 45,009 | 302,003 | 1,079,283 | 264,191 | 3,086,787 | 27,945 | 27,945 |
| Virginia..... | 12,347 | 8,723 | 115,308 | 975 | 17,550 | 2,647 | 297,939 | 59,907 | 357,746 | 3,092,860 | 3,092,860 | 6,506,797 | 510,604 | 510,604 |
| West Virginia..... | 6,189 | 3,693 | 59,201 | 246 | 10,740 | 317 | 42,141 | 4,190 | 46,331 | 1,518,523 | 510,814 | 2,182,529 | 125,292 | 125,292 |
| North Carolina..... | 11,233 | 9,412 | 106,823 | 436 | 13,791 | 1,385 | 111,117 | 12,966 | 124,083 | 2,706,857 | 130,968 | 1,475,864 | 2,434,159 | 244,697 |
| South Carolina..... | 3,006 | 3,636 | 48,714 | 51 | 861 | 1,319 | 108,881 | 19,819 | 128,700 | 950,248 | 5,947 | 1,475,864 | 2,434,159 | 244,697 |
| Georgia..... | 9,154 | 6,391 | 86,503 | 8 | 475 | 2,755 | 260,187 | 43,619 | 303,806 | 1,783,162 | 4,992 | 2,883,090 | 4,671,244 | 390,784 |
| Florida..... | 7,541 | 3,037 | 52,056 | 3,827 | 75,041 | 677 | 35,313 | 35,313 | 35,313 | 725,629 | 684,738 | 474,495 | 1,884,862 | 162,410 |
| Alabama..... | 11,371 | 8,838 | 124,720 | 421 | 7,239 | 2,116 | 173,028 | 20,469 | 193,497 | 2,537,290 | 70,720 | 1,867,573 | 4,575,588 | 325,456 |
| Mississippi..... | 7,174 | 5,850 | 87,659 | 25 | 1,276 | 1,299 | 104,238 | 8,607 | 112,845 | 1,575,130 | 15,268 | 1,575,130 | 2,601,772 | 201,780 |
| Tennessee..... | 8,931 | 7,680 | 107,050 | 139 | 3,219 | 1,132 | 109,479 | 7,940 | 117,819 | 2,324,284 | 41,392 | 1,234,284 | 3,601,772 | 223,068 |
| Kentucky..... | 10,064 | 7,151 | 104,563 | 765 | 38,215 | 1,148 | 249,009 | 23,579 | 272,588 | 2,396,124 | 333,424 | 2,511,391 | 4,400,939 | 415,396 |
| Ohio..... | 13,438 | 6,058 | 132,115 | 248 | 17,938 | 7,532 | 1,150,933 | 203,768 | 1,354,701 | 2,598,242 | 171,756 | 11,609,689 | 14,370,637 | 1,504,774 |
| Indiana..... | 8,787 | 4,670 | 79,858 | 4,117 | 43,008 | 4,117 | 430,808 | 79,340 | 510,148 | 1,639,664 | 5,037,199 | 6,037,199 | 6,037,199 | 6,037,199 |
| Illinois..... | 12,341 | 4,805 | 102,271 | 117 | 14,963 | 7,536 | 855,037 | 111,044 | 966,081 | 1,772,919 | 8,205,077 | 8,205,077 | 1,689,952 | 1,689,952 |
| Michigan..... | 9,208 | 4,633 | 83,129 | 294 | 14,963 | 4,281 | 336,466 | 18,596 | 355,062 | 1,523,555 | 5,006,752 | 5,006,752 | 6,590,702 | 453,154 |
| Wisconsin..... | 8,725 | 5,224 | 78,909 | 3,491 | 292,269 | 3,491 | 292,269 | 27,500 | 309,805 | 1,536,349 | 3,343,385 | 4,879,734 | 388,714 | 388,714 |
| Minnesota..... | 11,870 | 6,040 | 96,965 | 4,550 | 279,500 | 4,550 | 279,500 | 7,127 | 286,627 | 1,165,713 | 3,443,451 | 4,609,168 | 353,457 | 353,457 |
| Iowa..... | 11,871 | 6,040 | 96,965 | 4,550 | 279,500 | 4,550 | 279,500 | 7,127 | 286,627 | 1,165,713 | 3,443,451 | 4,609,168 | 353,457 | 353,457 |
| Missouri..... | 15,716 | 9,724 | 143,996 | 684 | 40,000 | 5,887 | 403,814 | 21,873 | 425,687 | 1,854,438 | 4,163,071 | 6,117,504 | 520,832 | 520,832 |
| Arkansas..... | 9,931 | 8,142 | 135,204 | 1,147 | 71,585 | 6,412 | 37,718 | 37,718 | 75,436 | 2,911,332 | 6,294,097 | 9,494,559 | 908,005 | 908,005 |
| Louisiana..... | 6,088 | 4,377 | 103,523 | 890 | 67,450 | 6,412 | 37,718 | 37,718 | 75,436 | 2,911,332 | 6,294,097 | 9,494,559 | 908,005 | 908,005 |
| Texas..... | 20,006 | 14,813 | 371,597 | 492 | 5,200 | 4,701 | 77,719 | 5,181 | 82,890 | 1,116,095 | 698,286 | 2,063,286 | 283,862 | 283,862 |
| Indian Territory..... | 2,715 | 2,707 | 92,753 | 164 | 10,040 | 3,965 | 397,550 | 27,632 | 395,182 | 3,972,204 | 2,694,389 | 5,666,663 | 559,194 | 559,194 |

| | | | | | | | | | | | |
|----------------------------|---------|---------|-----------|--------|---------|---------|------------|------------|-----------|-------------|------------|
| Nebraska | 9,101 | 4,001 | 126,574 | 2,500 | 471,431 | 64,649 | 536,080 | 1,845,896 | 1,701,073 | 2,535,989 | 982,854 |
| Dakota Territory | 4,005 | 3,819 | 171,145 | 3,866 | 6,773 | | 5,773 | 1,328,884 | | 1,900,100 | 128,815 |
| Montana Territory | 1,406 | 1,406 | 172,845 | | | | | 1,156,447 | | 1,156,447 | 172,845 |
| Colorado | 5,517 | 5,491 | 185,690 | 2,086 | 177,742 | 4,920 | 182,662 | 449,005 | 1,406,049 | 2,650,848 | 51,050 |
| New Mexico Territory | 2,406 | 2,406 | 68,304 | 644 | 5,156 | | 5,156 | 453,928 | 435,911 | 894,839 | 368,812 |
| Arizona Territory | 2,968 | 2,531 | 174,557 | 467 | | | | 865,692 | 291,346 | 1,157,028 | 68,860 |
| Utah Territory | 3,584 | 2,691 | 180,418 | 898 | 31,252 | | 31,252 | 1,260,700 | 681,461 | 1,892,161 | 174,557 |
| Idaho Territory | 2,212 | 2,212 | 166,965 | | | | | 1,071,159 | | 1,071,159 | 230,665 |
| Washington Territory | 3,695 | 1,821 | 54,225 | 1,391 | 58,655 | | 9,805 | 427,908 | 301,604 | 862,788 | 196,985 |
| Oregon | 4,715 | 4,075 | 183,435 | 215 | 12,477 | | 24,451 | 1,083,186 | 294,832 | 1,482,278 | 122,685 |
| Nevada | 2,812 | 2,418 | 136,271 | 306 | 13,618 | | 13,618 | 532,776 | 246,811 | 1,179,587 | 170,963 |
| California | 13,039 | 9,080 | 569,382 | 1,195 | 38,889 | 58,769 | 486,192 | 3,570,647 | 2,067,886 | 5,901,283 | 149,889 |
| Total | 843,618 | 227,621 | 5,553,849 | 15,434 | 574,019 | 100,563 | 11,297,333 | 76,924,867 | 3,981,518 | 104,901,703 | 18,981,082 |
| Railway post-office clerks | | | | | | | 12,753,184 | | | | 1,574,404 |
| Route agents | | | | | | | | | | | 1,322,336 |
| Mail-route messengers | | | | | | | | | | | 189,884 |
| Local agents | | | | | | | | | | | 149,299 |
| Mail messengers | | | | | | | | | | | 729,207 |
| Aggregate | | | | | | | | | | | 22,846,112 |

NOTE.—No allowance is made in this table for fines and deductions.

C.---Railroad service as in operation on the 30th of June, 1892.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. Dollars. | Annual pay for office cars. Dollars. | Total annual pay. Dollars. | Cost per mile for transportation. Dollars. | Cost per mille for office cars. Dollars. | Remarks. |
|-----------------------|----------------------------------------|-----------------------------------------------|---------------------|-------------------------|--------------------------------------------|-----------------------------------------|-------------------------------|-----------------------------------------------|---------------------------------------------|----------------|
| MAINE. | | | | | | | | | | |
| 1 | Boundary Line, n. o., to Presque Isle. | New Brunswick Rwy. | 30.04 | 6 | 897 93 | ..... | 897 93 | 46 17 | ..... | Pay not fixed. |
| 2 | Newport to Dexter | Maine Central R. R. | 14.90 | 12 | 4,991 96 | ..... | 4,991 96 | 73 53 | ..... | Pay not fixed. |
| 3 | Farmington to Brunswick | do | 67.89 | 14.55 | 2,061 10 | ..... | 2,061 10 | 60 71 | ..... | Pay not fixed. |
| 4 | Bellevue to Brunswick Village | do | 33.95 | 12 | 7,629 43 | ..... | 7,629 43 | 9 231 41 | 15 62 | Pay not fixed. |
| 5 | Portland to Skowhegan | do | 102.56 | 8.22 | 37,444 69 | ..... | 37,444 69 | 271 59 | 100 00 | Pay not fixed. |
| 6 | Portland to Bangor | do | 137.72 | 27 | 16,419 24 | ..... | 16,419 24 | 99 18 | ..... | Pay not fixed. |
| 7 | Portland to Canada Line, n. o. | Grand Trunk Rwy. | 165.55 | 10.88 | 6,583 50 | ..... | 6,583 50 | 119 70 | ..... | Pay not fixed. |
| 8 | Portland to Rochester | Portland and Rochester R. R. | 55 | 6.65 | ..... | ..... | ..... | ..... | ..... | Pay not fixed. |
| 9 | Milo Junction, n. o., to Brownville | Bangor and Katahdin Iron Works Rwy. | 6.80 | 6 | ..... | ..... | ..... | ..... | ..... | Pay not fixed. |
| 10 | Portland to South Lunenburg | Portland and Ogdensburg R. R. | 114.05 | 9.87 | 9,166 19 | ..... | 9,166 19 | 80 37 | ..... | Pay not fixed. |
| 11 | Brunswick to Bath | Maine Central R. R. | 9.14 | 27 | 9,837 76 | ..... | 9,837 76 | 102 60 | ..... | Pay not fixed. |
| 12 | Bangor to Bangor | European and N. American Rwy. | 114.02 | 12 | 19,107 47 | ..... | 19,107 47 | 167 58 | 37 50 | Pay not fixed. |
| 13 | Bangor to Bucksport | Bucksport and Bangor R. R. | 18.89 | 12 | 1,276 01 | ..... | 1,276 01 | 67 55 | ..... | Pay not fixed. |
| 14 | Oldtown to Blanchard | (L. L. Lincoln, lessee). | 64.03 | 6 | 5,310 64 | ..... | 5,310 64 | 82 94 | ..... | Pay not fixed. |
| 15 | Woolwich to Rockland | Bangor and Piscataquis R. R. | 43.86 | 12 | 4,386 65 | ..... | 4,386 65 | 89 73 | ..... | Pay not fixed. |
| 16 | Houlton to New Brunswick Line, n. o. | Kennebec and Lincoln R. R. | 3.83 | 6 | 194 88 | ..... | 194 88 | 49 59 | ..... | Pay not fixed. |
| 17 | Calais to Princeton | N. Brunswick and Canada R. R. | 21.27 | 6 | 999 29 | ..... | 999 29 | 42 75 | ..... | Pay not fixed. |
| 18 | West Wiscasset to North Anson | Saint Croix and Penobscot R. R. | 28.77 | 6 | 1,432 29 | ..... | 1,432 29 | 53 53 | ..... | Pay not fixed. |
| 19 | Mechanics Falls to Gilbertville | Somerset R. R. | 28.47 | 12 | 1,380 58 | ..... | 1,380 58 | 49 59 | ..... | Pay not fixed. |
| 20 | Farmington to Phillips | Rumford Falls & Buckfield R. R. | 18.25 | 12 | 780 18 | ..... | 780 18 | 42 75 | ..... | Pay not fixed. |
| 21 | Lewiston to South Auburn | Sandy River R. R. | 5.85 | 12 | 250 08 | ..... | 250 08 | 42 75 | ..... | Pay not fixed. |
| NEW HAMPSHIRE. | | | | | | | | | | |
| 1001 | Concord to Nashua | Grand Trunk Rwy. | 1,087.44 | ..... | 120,949 86 | 19,649 73 | 140,599 59 | ..... | ..... | Pay not fixed. |
| 1002 | Concord to Portsmouth | Concord Railroad Corporation | 36.28 | 33 | 7,289 74 | 1,451 20 | 8,740 94 | 200 93 | 40 00 | Pay not fixed. |
| 1003 | Manchester to North Weare | do | 59.66 | 12 | 4,692 85 | ..... | 4,692 85 | 78 06 | ..... | Pay not fixed. |
| 1004 | Hooksett to Pittsfield | do | 19.95 | 12 | 4,852 86 | ..... | 4,852 86 | 42 75 | ..... | Pay not fixed. |
| 1005 | Concord to Wells River | do | 20.35 | 6 | 991 85 | ..... | 991 85 | 48 74 | ..... | Pay not fixed. |
| 1006 | Groveton to Wells River | Boston, Concord & Montreal R. R. | 94.01 | 27 | 12,619 00 | 880 87 | 13,500 77 | 134 24 | 9 27 | Pay not fixed. |
| 1007 | Wing Road, n. o., to Fabyan House | do | 53.71 | 11.86 | 5,648 68 | ..... | 5,648 68 | 105 17 | ..... | Pay not fixed. |
| 1008 | Concord to White River Junction | do | 13.54 | 24 | 11,799 35 | 2,828 77 | 14,618 12 | 169 59 | 40 62 | Pay not fixed. |

| | | | | | | | |
|----------|----------------------------------------------------|--------|-------|-----------|----------|------------|----------------------------------|
| 1009 | Concord to Claremont Junction, n. o. | 56.80 | 15.70 | 2,902.68 | 2,902.68 | 52.16 | |
| 1010 | Concord to Claremont Junction, n. o. | 32.16 | 8.00 | 1,450.48 | 1,450.48 | 42.75 | |
| 1011 | Naashua to Greenfield | 28.59 | 18 | 1,832.56 | 1,832.56 | 72.08 | |
| 1012 | Naashua to Rochester | 48.88 | 12 | 5,135.45 | 5,135.45 | 105.17 | |
| 1013 | Dover to Alton Bay | 28.43 | 13.06 | 1,555.14 | 1,555.14 | 54.72 | |
| 1014 | Conway Junction, n. o., to North Con- way. | 71.09 | 8.57 | 5,886.20 | 5,886.20 | 82.94 | |
| 1015 | Wolborough Junction to Wolf- borough. | 12.11 | 12 | 517.70 | 517.70 | 42.75 | |
| 1016 | Portsmouth to Dover | 11.32 | 19.06 | 483.93 | 483.93 | 42.75 | |
| 1017 | Greenfield to Keene | 20.84 | 12 | 1,275.66 | 1,275.66 | 42.75 | |
| 1018 | Whitefield Junction, n. o., to Meadows | 8.52 | 7.74 | 384.23 | 384.23 | 42.75 | |
| 1019 | Vacant. | | | | | | |
| 1020 | Franklin to Bristol | 13.11 | 6 | 580.45 | 580.45 | 42.75 | Late br'ch of route No. 1008. |
| 1021 | Rollingsford, n. o., to Great Falls. | 2.50 | 24 | 117.57 | 117.57 | 47.03 | Late br'ch of route No. 3011. |
| VERMONT. | | | | | | | |
| | | 709.03 | | 67,088.57 | 5,160.84 | 72,197.41 | |
| 2001 | Burlington to Route's Point | 32.60 | 20.32 | 8,543.87 | 1,225.00 | 9,768.87 | 149.63 |
| 2002 | Windsor to Essex Junction | 24.50 | 20.32 | 17,797.00 | 4,900.00 | 22,597.00 | 149.63 |
| 2003 | Bellevue Falls to Burlington | 14.13 | 13.78 | 17,002.22 | | 17,002.22 | 161.60 |
| 2004 | Bellevue Falls to Windsor | 98.00 | 13.79 | 4,230.67 | | 4,230.67 | 161.60 |
| 2005 | Brattleborough to Bellevue Falls | 120.38 | 14.97 | 3,902.04 | | 3,902.04 | 160.74 |
| 2006 | Saint Albans to Canada Line, n. o. | 28.32 | 18 | 888.85 | | 888.85 | 162.45 |
| 2007 | Saint Albans to Richmond | 24.02 | 6 | 2,002.30 | | 2,002.30 | 61.56 |
| | Central Vermont R. R. | 14.32 | 6 | 667.75 | | 667.75 | 69.28 |
| | Central Vermont R. R. | 28.91 | 6 | | | | |
| 2008 | Leicester Junction to Addison Junc- tion, n. o. | 15.62 | 6 | 2,243.53 | | 2,243.53 | 42.75 |
| 2009 | Richford to Newport | 32 | 6 | 15,046.91 | 2,302.91 | 17,349.82 | 70.11 |
| 2010 | White River Junction to Derby Line | 9.72 | 9.39 | 8,272.98 | | 8,272.98 | 130.82 |
| 2011 | South Lunenburg to Swanton | 105.30 | 9.39 | 2,521.22 | | 2,521.22 | 70.11 |
| 2012 | Wells River to Montpelier | 118 | 7.01 | 617.31 | | 617.31 | 64.98 |
| 2013 | White River Junction to Woodstock | 38.80 | 12 | 1,473.59 | | 1,473.59 | 42.75 |
| 2014 | Burlington to Cambridge Junction, n. o. | 14.44 | 12 | 7,781.18 | | 7,781.18 | 42.75 |
| 2015 | Rutland to Bennington | 34.47 | 9 | 2,849.02 | | 2,849.02 | 135.09 |
| 2016 | Brattleborough to South Londonderry | 57.60 | 18.25 | 299.25 | | 299.25 | 64.98 |
| 2017 | Montpelier to Barre | 36.15 | 18 | 277.34 | | 277.34 | 42.75 |
| 2018 | North Bennington to State Line, n. o. | 7 | 24 | 96,522.02 | 8,327.91 | 104,849.93 | 139.87 |
| | | 1.99 | | | | | |
| | | 852.48 | | | | | |

C.—Railroad service as in operation on the 30th of June, 1892.—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. | Number of trips a week. | Annual pay for transportation. | Annual pay for railroad post-office cars. | Total annual pay. | Cost per mile for transportation. | Cost per mile for office cars. | Remarks. |
|-----------------------|------------------------------------------------|-----------------------------------------------|-----------|-------------------------|--------------------------------|-------------------------------------------|-------------------|-----------------------------------|--------------------------------|----------|
| | | | Miles. | | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | |
| MASSACHUSETTS. | | | | | | | | | | |
| 3001 | Boston to Portland | Eastern R. R. | 194.08 | 31.54 | 41,562.75 | 10,908.00 | 52,470.75 | 380.48 | 100.00 | |
| 3002 | Boston to East Saugus. | do | 10.77 | 12 | 4,400.41 | ..... | 4,400.41 | 42.75 | ..... |  |
| 3003 | Salem to Rockport. | do | 19.69 | 24.26 | 1,245.78 | ..... | 1,245.78 | 63.27 | ..... |  |
| 3004 | Salem to Marblehead | do | 3.92 | 18.55 | 167.68 | ..... | 167.68 | 10.14 | ..... |  |
| 3005 | Salem to Lawrence. | do | 21.29 | 16.55 | 910.14 | ..... | 910.14 | 42.75 | ..... |  |
| 3006 | Franklin to Valley Falls. | New York and New England R. R. | 14.40 | 9.68 | 615.60 | ..... | 615.60 | 42.75 | ..... |  |
| 3007 | East Salisbury to Amesbury | Eastern R. R. | 4.01 | 18 | 174.87 | ..... | 174.87 | 43.61 | ..... |  |
| 3008 | Wenham to Essex | do | 5.41 | 12 | 231.27 | ..... | 231.27 | 42.75 | ..... |  |
| 3009 | Lynn to Marblehead | do | 6.07 | 12.24 | 259.49 | ..... | 259.49 | 42.75 | ..... |  |
| 3010 | Wakefield to Peabody | do | 8.02 | 6 | 342.85 | ..... | 342.85 | 42.75 | ..... |  |
| 3011 | Boston to Portland | Boston and Maine R. R. | 116.33 | 23.65 | 18,897.80 | 3,635.31 | 22,533.11 | 162.45 | 31.25 | |
| 3012 | Boston to Medford | do | 5.31 | 21 | 227.00 | ..... | 227.00 | 42.75 | ..... |  |
| 3013 | Georgetown to Haverhill | do | 7.76 | 12 | 298.60 | ..... | 298.60 | 38.48 | ..... |  |
| 3014 | Wakefield to Newburyport. | do | 30.85 | 18.61 | 771.25 | ..... | 771.25 | 28.00 | ..... |  |
| 3015 | Newton Junction to Merrimac. | do | 4.85 | 12 | 207.23 | ..... | 207.23 | 42.75 | ..... |  |
| 3016 | Boston to Lowell | Boston and Lowell R. R. Corp't'n | 26.02 | 41.87 | 5,072.33 | 1,301.00 | 6,373.33 | 104.94 | 60.00 | |
| 3017 | Lowell to Lawrence | do | 14.25 | 21 | 609.18 | ..... | 609.18 | 42.75 | ..... |  |
| 3018 | Winchester to Woburn | do | 2.23 | 21 | 95.33 | ..... | 95.33 | 42.75 | ..... |  |
| 3019 | Somerville Station, n. o., to Bedford | do | 12.57 | 19.80 | 537.36 | ..... | 537.36 | 42.75 | ..... |  |
| 3020 | Ayer to Lowell | do | 16.74 | 12 | 1,560.16 | ..... | 1,560.16 | 83.20 | ..... |  |
| 3021 | Boston to Greenfield | Fitchburg R. R. | 105.71 | 36.24 | 21,762.60 | 1,982.06 | 23,744.66 | 206.06 | 18.75 | |
| 3022 | Greenfield to North Adams. | do | 37.12 | 21 | 7,332.17 | 696.00 | 8,028.17 | 104.94 | 18.75 | |
| 3023 | South Acton Depot, n. o., Hudson | do | 9.18 | 18 | 392.44 | ..... | 392.44 | 42.75 | ..... |  |
| 3024 | Ayer to Greenville. | do | 23.83 | 12 | 1,466.97 | ..... | 1,466.97 | 61.56 | ..... |  |
| 3025 | Boston to Albany | Boston and Albany R. R. | 98.63 | 45.11 | 107,803.05 | 25,238.07 | 133,041.12 | 533.52 | 185.00 | |
| 3026 | Grafton Depot, n. o., to Millbury | do | 103.43 | 9 | 171.62 | ..... | 171.62 | 38.48 | 67.50 | |
| 3027 | Andover Station, n. o., to Newton Lower Falls. | do | 4.46 | 15 | 89.84 | ..... | 89.84 | 42.75 | ..... |  |
| 3028 | South Framingham to Milford | do | 12.31 | 24 | 526.25 | ..... | 526.25 | 42.75 | ..... |  |
| 3029 | Pittsfield to North Adams | do | 21.16 | 28.83 | 1,177.19 | 211.80 | 1,388.98 | 55.58 | 10.00 | |
| 3030 | Palmers to Winchester | do | 49.67 | 12.64 | 2,505.85 | ..... | 2,505.85 | 50.45 | ..... |  |
| 3031 | North Brookfield to East Brookfield | do | 4.37 | 27 | 160.81 | ..... | 160.81 | 42.75 | ..... |  |
| 3032 | Natick to Saxtonville. | do | 3.87 | 12 | 165.44 | ..... | 165.44 | 42.75 | ..... |  |
| 3033 | Boston to Bellingham. | New York and New England R. R. | 31.74 | 23.48 | 1,573.98 | ..... | 1,573.98 | 49.59 | ..... |  |
| 3034 | Boston to Willimantic. | do | 45.40 | 38.60 | 17,679.94 | ..... | 17,679.94 | 236.60 | ..... |  |

| 3025 | Boston to Providence | 44.10 | 52.45 | 3,402.03 | 12,059.65 | 208.48 | 77.00 |
|------|---------------------------------------------------|----------|------------|-----------|------------|--------|-------|
| | | | | | | | |
| 3026 | Boston to Dedham | 10.25 | 33.37 | | 473.24 | 46.17 | |
| 3027 | Coastal Depot, n. o., to Stoughton | 4.16 | 21 | | 177.44 | 42.75 | |
| 3028 | Boston to South Braintree | 11.36 | 110.87 | 142.00 | 2,298.24 | 189.81 | 12.50 |
| 3029 | South Braintree Junction, n. o., to New York | 38.16 | 21.42 | 288.62 | 6,416.07 | 100.04 | 12.50 |
| 3030 | do | 8.13 | 8.39 | | 347.55 | 42.75 | |
| 3031 | do | 84.80 | 12 | 10,625.25 | 11,704.00 | 123.12 | 12.50 |
| 3032 | do | 41.24 | 6 | | | | |
| 3033 | Massachusetts Central R. R. | 21.94 | 10.93 | | 939.64 | 42.75 | |
| 3034 | Old Colony R. R. | 34.43 | 28.03 | | 2,355.01 | 68.40 | |
| 3035 | do | 17.83 | 12 | 792.72 | 792.72 | 44.46 | |
| 3036 | do | 28.62 | 20.19 | | 1,729.76 | 64.98 | |
| 3037 | do | 4.83 | 18 | 239.51 | 239.51 | 49.59 | |
| 3038 | do | 3.36 | 12 | 143.64 | 143.64 | 42.75 | |
| 3039 | do | 30.34 | 12 | 3,009.12 | 3,009.12 | 99.18 | |
| 3040 | do | 15.59 | 12 | 719.79 | 719.79 | 46.17 | |
| 3041 | do | 92.77 | 21.03 | 7,455.92 | 7,455.92 | 80.37 | |
| 3042 | do | 18.06 | 12 | 772.06 | 772.06 | 42.75 | |
| 3043 | New York and New England R. R. | 4.37 | 24 | 186.81 | 186.81 | 42.75 | |
| 3044 | Fitchburg R. R. | 15.00 | 18 | 641.25 | 641.25 | 42.75 | |
| 3045 | Fitchburg to Fall River | 64.54 | 18 | 9,105.30 | 9,105.30 | 141.08 | |
| 3046 | Cheshire R. R. | 24.32 | 12 | 1,393.29 | 1,393.29 | 57.29 | |
| 3047 | South Vernon Junction, n. o., to Keene | 37.92 | 16.32 | 2,982.78 | 2,982.78 | 78.66 | |
| 3048 | Worcester to Winchendon | 16.62 | 9.79 | 767.34 | 767.34 | 46.17 | |
| 3049 | Cheshire R. R. | 4.10 | 12 | 175.27 | 175.27 | 42.75 | |
| 3050 | Winchendon to Peterborough | 11.93 | 12 | 510.00 | 510.00 | 42.75 | |
| 3051 | Millford to Bellingham | 34.98 | 9.68 | 2,362.89 | 2,362.89 | 67.55 | |
| 3052 | Palmer to Miller's Falls | 21.39 | 23.65 | 2,944.54 | 2,944.54 | 137.66 | |
| 3053 | Miller's Falls to Brattleborough | 27.06 | 18 | 3,678.80 | 3,678.80 | 135.95 | |
| 3054 | Lawrence to Manchester | 29.30 | 16.7 | 1,653.39 | 1,653.39 | 56.43 | |
| 3055 | South Braintree Junction, n. o., to South Duxbury | 3.66 | 12 | 156.46 | 156.46 | 42.75 | |
| 3056 | Atlantic to West Quincy | 46.93 | 16.34 | 6,179.27 | 6,179.27 | 131.67 | |
| 3057 | Worcester to Nashua | 52.94 | 42.7 | 9,731.96 | 9,731.96 | 183.83 | |
| 3058 | Springfield to South Vernon Junction, n. o. | 47.89 | 6 | 2,334.15 | 2,334.15 | 48.74 | |
| 3059 | Springfield to Athol | 10.53 | 12 | 450.15 | 450.15 | 42.75 | |
| 3060 | Holyoke to Westfield | 2.80 | 24 | 123.54 | 123.54 | 42.75 | |
| 3061 | Ashburnham Depot to Ashburnham | 11.02 | 11.46 | 687.86 | 687.86 | 62.42 | |
| 3062 | Ashburnham R. R. | | | | | | |
| 3063 | Housatonic R. R. | | | | | | |
| 3064 | Van Dusenville to State Line | | | | | | |
| 3065 | Boston to Waltham | 10.90 | 11.33 | 465.97 | 465.97 | 42.75 | |
| 3066 | Lowell to Nashua | 14.77 | 30 | 2,727.72 | 2,727.72 | 184.68 | 50.00 |
| 3067 | Boston and Lowell Railroad Corporation. | 2,058.71 | 333,525.92 | 49,612.74 | 383,137.76 | | |
| 4001 | Providence to Worcester | 43.92 | 27.30 | 4,318.65 | 4,318.65 | 98.33 | |
| 4002 | Providence to Groton | 62.10 | 32.33 | 13,958.23 | 13,958.23 | 223.16 | 50.00 |
| | New York, Providence and Boston R. R. | | | 3,105.00 | 16,963.23 | | |

Pay not fixed.

Late branch of route No. 3021.

Late branch of route No. 3038.

Late branch of route No. 5012.

RHODE ISLAND.

6.—Railroad service as in operation on the 30th of June, 1883.—Continued.

| Number of route. | State and terminal. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. Dollars. | Annual pay for office cars. Dollars. | Total annual pay. Dollars. | Cost per mile for transportation. Dollars. | Cost per mile for office cars. Dollars. | Remarks. |
|---------------------------------|--------------------------------------------------|-----------------------------------------------|---------------------|-------------------------|--------------------------------------------|-----------------------------------------|-------------------------------|-----------------------------------------------|--------------------------------------------|----------|
| RHODE ISLAND.—Continued. | | | | | | | | | | |
| 4003 | Vacant. | | | | | | | | | |
| 4004 | Providence to Bristol..... | Providence, Warren and Bristol R. R. | 14.39 | 15.41 | 935 06 | | 935 06 | 64 98 | | |
| 4005 | Warren to Fall River..... | Fall River, Warren and Providence R. R. | 9.95 | 18 | 484 96 | | 484 96 | 48 74 | | |
| 4006 | Providence to Pascoag..... | Providence and Springfield R. R. | 23.15 | 6 | 1,603 36 | | 1,603 36 | 69 26 | | |
| 4007 | Kingston Depot, n. o., to Narragansett Pier..... | Narragansett Pier R. R. | 9.14 | 12.9 | 390 73 | | 390 73 | 42 75 | | |
| 4008 | Auburn to Hope..... | New York, Providence and Boston R. R. | 10.77 | 12 | 460 41 | | 460 41 | 42 75 | | |
| 4009 | Wood River Junction, n. o., to Hope Valley..... | Wood River Branch R. R. | 5.95 | 18 | 254 36 | | 254 36 | 42 75 | | |
| CONNECTICUT. | | | | | | | | | | |
| 5001 | Norwich to Worcester..... | New York & New England R. R. | 179.37 | | 22,305 76 | 3,105 00 | 25,410 76 | | | |
| 5002 | Vacant. | | | | | | | | | |
| 5003 | Middletown to Berlin Depot, n. o..... | New York, New Haven and Hartford R. R. | 60.69 | 21 | 5,344 96 | | 5,344 96 | 88 07 | | |
| 5004 | New Haven to New London..... | do | 11.15 | 27 | 429 05 | | 429 05 | 38 48 | | |
| 5005 | New York to Springfield..... | do | 51.71 | 31 | 11,760 40 | 3,878 25 | 15,638 65 | 227 43 | 75 00 | |
| 5006 | Waterbury to Watertown..... | do | 73.23 | 61.55 | 91,352 40 | 23,025 28 | 114,377 68 | 673 74 | 199 08 | |
| 5007 | Hopewell Junction to Providence..... | Naugatuck R. R. | 6.41 | 12 | 274 02 | | 274 02 | 42 75 | 135 45 | |
| 5008 | Vernon Depot to Rockville..... | New York & New England R. R. | 187.58 | 17.50 | 21,695 16 | | 21,695 16 | 132 53 | | |
| 5009 | New London to Palmer..... | do | 4.62 | 24 | 209 37 | | 209 37 | 45 22 | | |
| 5010 | New Haven to Wethersfield..... | Central Vermont R. R. | 63.47 | 18.23 | 4,892 26 | | 4,892 26 | 76 10 | | |
| 5011 | Bridgeport to Wethersfield..... | New Haven & Northampton Co. | 86.17 | 13.03 | 8,066 04 | | 8,066 04 | 101 75 | | |
| 5012 | Bridgeport to Wethersfield..... | Naugatuck R. R. | 62.03 | 18.04 | 6,152 13 | | 6,152 13 | 99 18 | | |
| 5013 | New Haven to Danbury..... | Housatonic R. R. | 110.55 | 18 | 11,153 88 | | 11,153 88 | 100 89 | | |
| 5014 | New York to Wethersfield..... | Danbury and Newark R. R. | 23.61 | 24 | 2,281 19 | | 2,281 19 | 96 63 | | |
| 5015 | Hartford to Saybrook Point..... | Boston & New York Air Line R. R. | 54.62 | 10.41 | 7,518 98 | | 7,518 98 | 137 66 | | |
| 5016 | Hartford to Springfield..... | Hartford and Connecticut Valley R. R. | 9.7 | 9.7 | 2,961 03 | | 2,961 03 | 60 69 | | |
| 5017 | New Haven to Ansonia..... | New York & New England R. R. | 33.01 | 6 | 1,411 17 | | 1,411 17 | 42 75 | | |
| | | New Haven and Derby R. R. | 13.29 | 24 | 808 83 | | 808 83 | 60 71 | | |

Late branch of route No. 5011.
Pay not fixed on 23.88 miles.

[illegible]

REPORT OF THE POSTMASTER-GENERAL.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. | Number of trips a week. | Annual pay for transportation. | Annual pay for office cars. | Total annual pay. | Cost per mile for transportation. | Cost per mile for railway post-office cars. |
|---------------------|-------------------------------------------------------------------------------------------|-----------------------------------------------|-----------|-------------------------|--------------------------------|-----------------------------|-------------------|-----------------------------------|---------------------------------------------|
| | | | Miles. | | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. |
| New York—Continued. | | | | | | | | | |
| 6031 | Nineveh Junction, n. o., to Jefferson Junction, n. o. | Delaware and Hudson Canal Co. | 21.70 | 6 | 964 78 | 964 78 | 964 78 | 44 46 | |
| 6032 | Fort Edward to Glens Falls | do | 6.31 | 15 | 399 23 | 399 23 | 399 23 | 63 27 | |
| 6033 | West Chazy to Rouse's Point | do | 14.78 | 124 | 2,047 17 | 2,047 17 | 2,047 17 | 138 51 | |
| 6034 | Oswego to Richland | Rome, Watertown and Ogdensburg R. R. | 29.03 | 12 | 2,333 14 | 2,333 14 | 2,333 14 | 80 37 | |
| 6035 | Watertown to Cape Vincent. | do | 25.82 | 12 | 1,214 31 | 1,214 31 | 1,214 31 | 47 03 | |
| 6036 | Rome to Ogdensburg | do | 141.99 | 17, 07 | 17,361 11 | 17,361 11 | 17,361 11 | 122 27 | |
| 6037 | Syracuse to Pulaski | do | 38.48 | 18 | 2,697 83 | 2,697 83 | 2,697 83 | 70 11 | |
| 6038 | Oswego to Lewiston | do | 146.64 | 6 | 11,534 70 | 11,534 70 | 11,534 70 | 78 66 | |
| 6039 | Watertown to Sackett's Harbor | Utica and Black River R. R. | 12.51 | 12 | 534 80 | 534 80 | 534 80 | 42 75 | |
| 6040 | Chenango Forks to Norwich | Delaware, Lackawanna and Western R. R. | 30.32 | 12 | 2,281 27 | 2,281 27 | 2,281 27 | 75 24 | |
| 6041 | Utica to Norwich. | do | 54.28 | 12, 74 | 4,455 30 | 4,455 30 | 4,455 30 | 82 08 | |
| 6042 | Oswego to Ithaca. | do | 34.13 | 12 | 2,217 76 | 2,217 76 | 2,217 76 | 64 98 | |
| 6043 | Cassville Junction, n. o., to Richfield Springs. | do | 22.04 | 12 | 1,111 91 | 1,111 91 | 1,111 91 | 50 45 | |
| 6044 | Mineola to Locust Valley | Long Island R. R. | 11.54 | 12 | 493 33 | 493 33 | 493 33 | 42 75 | |
| 6045 | Long Island City to Greenport | do | 97.17 | 12 | 9,398 56 | 9,398 56 | 9,398 56 | 96 62 | |
| 6046 | Hicksville to Port Jefferson | do | 33.50 | 12 | 2,176 83 | 2,176 83 | 2,176 83 | 64 98 | |
| 6047 | Vacant. | do | | | | | | | |
| 6048 | Oswego to Middletown | New York, Ontario and Western Rwy. | 249.43 | 7, 76 | 15,354 91 | 15,354 91 | 15,354 91 | 61 56 | |
| 6049 | Wellsville to Eldred | Bradford, Eldred and Cuba R. R. | 33 | 6 | | | | | Pay not fixed. |
| 6050 | Walton to Delhi | New York, Ontario and Western Rwy. | 17.82 | 6 | 777 13 | 777 13 | 777 13 | 43 61 | |
| 6051 | Clinton to Rome | Rome and Clinton R. R. | 13.19 | 12 | 563 87 | 563 87 | 563 87 | 42 75 | |
| 6052 | { Buffalo to Elvria. Elvria to Millbury. Millbury to Toledo. Toledo to Elkhardt. | Lake Shore and Michigan Southern Rwy. | 183.76 | 19, 36 | | | | 945 63 { 320 00 315 92 | |
| | | | 23.50 | | | | | 287 28 { 215 12 215 62 | |
| | | | 79.30 | 19, 36 | 365,661 92 | 116,969 45 | 482,631 37 | 880 20 { 215 62 215 62 | |
| | | | 142.70 | 18, 36 | 101,021 02 | 110,258 9 | 10,810 34 | 713 93 { 302 50 302 50 | |
| 6053 | Rome's Point to Ogdensburg | Ogdensburg and Lake Champlain Rwy. | 110.25 | 9 | 10,810 34 | 10,810 34 | 10,810 34 | 90 63 | |
| 6054 | Chatham to Beaulieu | Lebanon Springs R. R. | 57.80 | 9 | 3,212 52 | 3,212 52 | 3,212 52 | 56 58 | |
| 6055 | Schoharie to Middleburgh | Middleburgh and Schoharie R. R. | 6.50 | 12 | 3,235 12 | 3,235 12 | 3,235 12 | 42 75 | |

| No. | Name | Miles | Rate | Pay not fixed. |
|-------|-------------------------------------------------|--------|-----------|----------------|
| 6057* | Schoharie Junction, n. o., to Schoharie | 4.38 | 213.48 | 58.74 |
| 6057 | Utica Clinton & Binghamton R.R. | 31.60 | 1,800.04 | 58.14 |
| 6058 | Buffalo to Randolphville | 123 | 9,464.85 | 70.95 |
| 6059 | Olean to Angelica | 40.51 | 220.59 | 42.70 |
| 6060 | Shanawake Junction, n. o., to Stan- dard | 5.16 | — | — |
| 6061 | Brockton to Corry | 44.75 | 3,213.94 | 71.82 |
| 6062 | Greycourt, n. o., to McAfee Valley | 21.72 | 928.53 | 42.75 |
| 6063 | Canadatego to Elmira | 60.79 | 7,757.15 | 111.15 |
| 6064 | Syracuse to Oswego | 35.60 | 3,378.79 | 94.81 |
| 6065 | Syracuse to Binghamton | 80.48 | 6,675.01 | 82.94 |
| 6066 | Rouse's Point to Canada Line, n. o. | 1.20 | 112.86 | 94.05 |
| 6067 | Troy to North Adams | 48.46 | 9,873.72 | 203.73 |
| 6068 | Stapleton to Tottenville | 17.94 | 555.75 | 42.75 |
| 6069 | Hudson to Chatham | 18 | 766.93 | 42.75 |
| 6070 | East Gainesville to Perry | 6.83 | 291.98 | 42.75 |
| 6071 | Syracuse to Earlville | 44.11 | 2,187.41 | 49.59 |
| 6072 | Lions to Sayre | 92.62 | 6,968.72 | 75.24 |
| 6073 | Kondont to Stamford | 73.64 | 4,596.60 | 62.42 |
| 6074 | Vail's Gate Junction, n. o., to New- | 12.60 | 646.38 | 51.30 |
| 6075 | Horsheds to Cortland | 85.17 | 4,457.62 | 68.40 |
| 6076 | Freeville to Auburn | 36.70 | 1,697.17 | 42.75 |
| 6077 | Saratoga Springs to Schuylerville | 13.55 | — | — |
| 6078 | Port Jervis to Monticello | 24.61 | 1,073.24 | 43.61 |
| 6079 | Poughkeepsie to State Line | 44.93 | 1,920.75 | 42.75 |
| 6080 | Canaastota to Cortland | 49.08 | 3,231.42 | 65.84 |
| 6081 | Fonda to Northville | 26.92 | 1,933.39 | 71.82 |
| 6082 | Johnsonville to Greenwich | 14.99 | 640.82 | 42.75 |
| 6083 | Montgomery to Rondout | 6.33 | 1,892.98 | 53.01 |
| 6084 | Sayre to Fair Haven | 117.20 | 6,113.15 | 52.16 |
| 6085 | Dutchess Junction to Miller-ton | 57.97 | 3,221.97 | 55.58 |
| 6086 | Cooperstown to Cooperstown Junc- tion, n. o. | 16.25 | 847.60 | 52.16 |
| 6087 | Utica to Watertown | 91.97 | 11,932.42 | 129.06 |
| 6088 | Carthage to Ogdensburg | 60.77 | 5,663.76 | 80.30 |
| 6089 | Cayuga to Ithaca | 39.15 | 1,874.50 | 47.38 |
| 6090 | Sodus Point to Stanley | 34 | 1,453.50 | 42.75 |
| 6091 | Buffalo to Jamestown | 66.73 | 4,531.05 | 64.98 |
| 6092 | Middletown to Pine Bush | 14.18 | 606.19 | 42.75 |
| 6093 | Long Island City to Sag Harbor | 96.67 | 7,840.04 | 78.06 |

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. | Annual pay for office cars. | Total annual pay. | Cost per mile for transportation. | Cost per mile for office cars. | Remarks. |
|---------------------|--------------------------------------------------------|-----------------------------------------------|---------------------|-------------------------|--------------------------------|-----------------------------|-------------------|-----------------------------------|--------------------------------|--------------------------------|
| New York—Continued. | | | | | | | | | | |
| 6094 | Long Island City to Whitestone..... | Long Island R. R..... | 12 | 12 | 738 72 | ..... | 738 72 | Dollars. | Dollars. | |
| 6095 | Saratoga Springs to North Creek..... | Adirondack R. R..... | 57 06 | 6 | 4,212 53 | ..... | 4,212 53 | 61 58 | 72 58 | |
| 6096 | Bath to Hammondport..... | Bath and Hammondport R. R..... | 9 81 | 21 | 419 37 | ..... | 419 37 | 42 75 | 61 58 | |
| 6097 | Rhinecliff to Boston Corners..... | Rhinebeck and Connecticut R. R..... | 35 70 | 7 20 | 1,770 36 | ..... | 1,770 36 | 49 50 | 42 75 | |
| 6098 | Whitehall to Castleton..... | Delaware and Hudson Canal Co..... | 14 34 | 15 | 956 33 | ..... | 956 33 | 66 60 | 49 50 | |
| 6099 | Crown Point to Hammondville..... | Crown Point Iron Company's Railroad..... | 11 98 | 6 | 460 99 | ..... | 460 99 | 38 48 | 66 60 | |
| 6100 | Valley Stream to Oceanus..... | Long Island R. R..... | 8 50 | 12 | 363 37 | ..... | 363 37 | 42 75 | 42 75 | |
| 6101 | Sidney Plains to New Berlin..... | N. Y., Ontario and Western Rwy..... | 25 44 | 6 | 1,087 56 | ..... | 1,087 56 | 42 75 | 42 75 | |
| 6102 | Rochester to Salamanca..... | Rochester and Pittsburgh R. R..... | 109 14 | 12 | 5,319 48 | ..... | 5,319 48 | 48 74 | 42 75 | |
| 6103 | Corning to Geneva..... | Fall Brook Coal Company..... | 58 25 | 6 | 4,432 82 | ..... | 4,432 82 | 76 10 | 48 74 | |
| 6104 | Springville to Sardonia Junction, n. o..... | Springville and Sardonia Rwy..... | 11 50 | 12 | 495 47 | ..... | 495 47 | 42 75 | 42 75 | |
| 6105 | Plattsburgh to Rogersfield..... | Chateaugay R. R..... | 34 67 | 12 | 1,482 14 | ..... | 1,482 14 | 42 75 | 42 75 | |
| 6106 | Albany to Troy..... | New York Central and Hudson River R. R..... | 7 37 | 75 | 1,518 66 | ..... | 1,518 66 | 206 06 | 42 75 | |
| 6107 | Mechanicville to Eagle Bridge..... | River R. R..... | 20 47 | 12 | 1,557 76 | ..... | 1,557 76 | 78 10 | 78 10 | |
| 6108 | Attica to Arcade..... | Western Rwy..... | 25 83 | 6 | 1,104 23 | ..... | 1,104 23 | 42 75 | 42 75 | |
| 6109 | New Rochelle to Harlem River, n. o..... | Tonawanda Valley R. R..... | 11 87 | 14 40 | 1,765 90 | ..... | 1,765 90 | 148 77 | 42 75 | |
| 6110 | De Kalb Junction to Norwood..... | Hartford R. R..... | 24 61 | 18 | 1,346 65 | ..... | 1,346 65 | 54 72 | 42 75 | Late branch of route No. 6098. |
| 6111 | Mincola to Hempstead..... | Rome, Watertown and Ogdensburg R. R..... | 2 50 | 18 | 106 87 | ..... | 106 87 | 42 75 | 42 75 | Late branch of route No. 6045. |
| 6112 | Stewart Junction, n. o., to Babylon..... | do..... | 20 60 | 6 | 876 37 | ..... | 876 37 | 42 75 | 42 75 | Do. |
| 6113 | Summitville to Ellenville..... | N. Y., Ontario and Western Rwy..... | 8 55 | 6 | 372 86 | ..... | 372 86 | 43 61 | 42 75 | Late branch of route No. 6048. |
| 6114 | Clove Branch Junction to Clove Valley..... | Newburgh, Dutchess and Connecticut R. R..... | 8 10 | 6 | 346 27 | ..... | 346 27 | 42 75 | 42 75 | Late branch of route No. 6085. |
| 6115 | Theresa Junction, n. o., to Clayton..... | Utica and Black River R. R..... | 16 23 | 12 | 693 83 | ..... | 693 83 | 42 75 | 42 75 | Late branch of route No. 6098. |
| 6116 | North Hoosac Junction, n. o., to State Line, n. o..... | Troy and Boston R. R..... | 5 60 | 27 | 757 13 | ..... | 757 13 | 137 60 | 42 75 | Late branch of route No. 6097. |
| 6117 | Manor Junction, n. o., to Eastport Junction, n. o..... | Long Island R. R..... | 5 37 | 6 | ..... | ..... | ..... | ..... | ..... | Pay not fixed. |

REPORT OF THE POSTMASTER-GENERAL.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. | Number of trips a week. | Annual pay for transportation. | Annual pay for office cars. | Total annual pay. | Cost per mile for transportation. | Cost per mile for railway post-office cars. | Remarks. |
|-----------------------|----------------------------------------------|-----------------------------------------------|-----------------|-------------------------|--------------------------------|-----------------------------|----------------------|-----------------------------------|---------------------------------------------|--------------------------------|
| New Jersey—Continued. | | | | | | | | | | |
| 7041 | Camden to Cape May. | West Jersey R. R. | Miles. 81.15 | 12 | Dollars. 6,383 25 | Dollars. 78 66 | Dollars. 6,383 25 | Dollars. 78 66 | | |
| 7042 | Delaware Station to Blirstown. | Blirstown R. R. | 11.41 | 6 | 487 77 | 42 75 | 487 77 | 42 75 | | |
| 7043 | Keyport to Freehold. | Freehold and New York Rwy. | 14.90 | 16.84 | 666 45 | 44 46 | 666 45 | 44 46 | | |
| 7044 | Trenton to Trenton Junction, n. o. | Philadelphia and Reading R. R. | 4.28 | 12 | 182 97 | 42 75 | 182 97 | 42 75 | | |
| 7045 | Haddonfield to Marlton. | Philadelphia, Marlton and Medford R. R. | 7.24 | 6 | | | | | | Pay not fixed. |
| 7046 | Bordentown to Trenton. | Pennsylvania R. R. | 6.04 | 18 | 294 38 | 48 74 | 294 38 | 48 74 | | Late branch of route No. 7005. |
| 7047 | Jamesburg to South Amboy. | do | 14.20 | 10.10 | 801 80 | 56 43 | 801 80 | 56 43 | | Do. |
| 7048 | Branchville Junction, n. o., to Branchville. | Sussex R. R. | 6.63 | 11.09 | 283 43 | 42 75 | 283 43 | 42 75 | | Late branch of route No. 7025. |
| 7049 | Eatontown to Port Monmouth. | New Jersey Southern R. R. | 9.80 | 10.10 | 418 95 | 42 75 | 418 95 | 42 75 | | Late branch of route No. 7026. |
| 7050 | Manchester to Barnegat. | do | 22.42 | 11.81 | 958 45 | 42 75 | 958 45 | 42 75 | | Do. |
| 7051 | Glasseborough to Bridgeton. | West Jersey R. R. | 21.03 | 12 | 1,564 42 | 74 39 | 1,564 42 | 74 39 | | Late branch of route No. 7041. |
| 7052 | Belvidere to Andover. | Lehigh and Hudson River Rwy. | 24.37 | 6 | | | | | | Pay not fixed. |
| 7053 | Princeton Junction to Princeton. | Pennsylvania R. R. | 3.37 | 36 | 175 77 | 52 16 | 175 77 | 52 16 | | Late branch of route No. 7004. |
| | | | | | 220,432 13 | 33,577 50 | 254,009 63 | | | |
| PENNSYLVANIA. | | | | | | | | | | |
| 8001 | Philadelphia to Pittsburgh. | Pennsylvania R. R. | 353 | 38.64 | 351,616 24 | 79,425 00 | 431,041 24 | 996 08 | 225 00 | |
| 8002 | Philadelphia to Pottsville. | Philadelphia and Reading R. R. | 92.84 | 22.70 | 11,112 04 | | 11,112 04 | 119 70 | | |
| 8003 | Philadelphia to West Chester. | Philadelphia and Baltimore Central R. R. | 28.68 | 24 | 3,102 33 | | 3,102 33 | 116 28 | | |
| 8004 | Philadelphia to Bethlehem. | Philadelphia and Reading R. R. | 56.52 | 40.86 | 7,973 84 | | 7,973 84 | 141 08 | | |
| 8005 | Philadelphia to Norristown. | do | 16.47 | 18 | 943 56 | | 943 56 | 57 29 | | |
| 8006 | Philadelphia to Darby. | Philadelphia and Darby R. R. | 7.05 | 12 | 271 28 | | 271 28 | 38 48 | | |
| 8007 | Bridgeport to Downingtown. | Philadelphia and Reading R. R. | 21.64 | 6 | 832 70 | | 832 70 | 38 48 | | |
| 8008 | Chester to Port Deposit. | Philadelphia and Baltimore Central R. R. | 50.34 | 24 | 5,073 57 | | 5,073 57 | 85 50 | | |
| 8009 | Honesdale to Lackawaxen. | New York, Lake Erie and Western R. R. | 26.13 | 12 | 1,295 78 | | 1,295 78 | 49 50 | | |
| 8010 | Easton to Waverly. | Lehigh Valley R. R. | 205.57 | 23.38 | 29,353 34 | | 29,353 34 | 142 70 | | |

| | | | | | | | |
|------|----------------------------------------------|-------------------------------------------------------|--------|-------|-----------|-----------|--------|
| 8011 | Penn Haven Junction, n. o., to Mount Carmel. | Lehigh Valley R. R. | 32.89 | 13 | 2,348 82 | 2,348 82 | 41 40 |
| 8013 | Hazle Creek Bridge, n. o., to Audenreid. | do | 8.52 | 0 | 364 23 | 364 23 | 42 75 |
| 8013 | Pottsville to Herndon | Philadelphia and Reading R. R. | 21.03 | 10.44 | 4,365 08 | 4,965 08 | 53 87 |
| 8014 | Port Clinton to Williamsport. | do | 60 | | 800 00 | | 10 00 |
| 8015 | Sunbury to Tombleton, n. o. | Pennsylvania R. R. | 121.66 | 7 | 6,033 11 | 6,033 11 | 40 59 |
| 8016 | Penn Haven Junction, n. o., to Tombleton. | Lehigh Valley R. R. | 43.61 | 6 | 1,864 32 | 1,864 32 | 42 75 |
| 8017 | Scranton to Northumberland | do | 24.70 | 13.72 | 1,393 82 | 1,393 82 | 56 43 |
| 8018 | Scranton to Carbondale | Delaware, Lackawanna and Western R. R. | 80.89 | 18 | 7,262 30 | 7,262 30 | 89 78 |
| 8019 | Binghamton to New Hampton | Delaware and Hudson Canal Company | 17.57 | 12 | 1,126 76 | 1,126 76 | 64 13 |
| 8020 | Elmira to Arnot | Delaware, Lackawanna and Western R. R. | 144.56 | 17.56 | 15,450 57 | 15,450 57 | 106 88 |
| 8021 | Williamsport to Elmira | Tioga R. R. | 53.97 | 12 | 3,599 25 | 3,599 25 | 66 69 |
| 8022 | Sunbury to Erie | Northern Central Rwy | 79.71 | 18 | 10,222 80 | 10,222 80 | 128 25 |
| 8023 | Sunbury to Mount Carmel. | Pennsylvania R. R. | 39.81 | 14.15 | 26,572 89 | 27,568 14 | 176 13 |
| 8024 | Buttsville to Carrollton | Northern Central Rwy | 248.68 | | 965 25 | | 25 00 |
| 8025 | Irvine to Corry | New York, Lake Erie and Western R. R. | 27.44 | 12 | 1,173 06 | 1,173 06 | 49 75 |
| 8026 | Strasburgh to Leaman Place. | Buffalo, Pittsb'g & Western R. R. | 25.64 | 25.87 | 1,819 67 | 1,819 67 | 70 97 |
| 8027 | Lancaster to Middletown | Strasburgh Railroad, Isaac Phelan, owner. | 95.12 | 12.97 | 5,855 58 | 5,855 58 | 61 56 |
| 8028 | Harrisburgh to Auburn | Pennsylvania R. R. | 3.40 | 6 | 230 85 | 230 85 | 42 75 |
| 8029 | Newcastle to Homewood | Philadelphia and Reading R. R. | 31.64 | 14.51 | 2,353 69 | 2,353 69 | 74 39 |
| 8030 | Harrisburgh to Martinsburgh | Pennsylvania Co. | 58.78 | 7.79 | 2,512 84 | 2,512 84 | 42 75 |
| 8031 | Columbia to Sinking Spring | Cumberland Valley R. R. | 13.43 | 12 | 1,370 00 | 1,370 00 | 101 75 |
| 8032 | Columbia to Frederick | Reading and Columbia R. R. | 94.63 | 15.31 | 9,223 58 | 9,223 58 | 97 47 |
| 8033 | Junction, n. o., to East Berlin | Pennsylvania R. R. | 40.14 | 15.52 | 2,059 18 | 2,059 18 | 51 30 |
| 8034 | Huntington to Mount Dallas Station, n. o. | Hanover Junction, Hanover and Gettysburgh R. R. | 69.52 | 7.14 | 3,507 28 | 3,507 28 | 56 45 |
| 8035 | Tyrone to Curwensville | Huntington and Broad Top Mountain Railroad & Coal Co. | 45.15 | 6 | 314 64 | 314 64 | 42 75 |
| 8036 | Altoona to Henrietta | Pennsylvania R. R. | | 12 | 3,358 70 | 3,358 70 | 74 39 |
| 8037 | Cresson to Ebensburg | do | 47.66 | 11.16 | 3,178 44 | 3,178 44 | 66 69 |
| 8038 | Tyrone to Lock Haven | do | 22.32 | 12 | 1,471 69 | 1,471 69 | 53 87 |
| 8039 | Bladysville to Wheeling | do | 6.30 | | | | 42 75 |
| 8040 | Washington to Oil City | Baltimore and Ohio R. R. | 10.99 | 12 | 479 27 | 479 27 | 43 61 |
| 8041 | Pittsburgh to Oil City | Allegheny Valley R. R. | 55.05 | 6 | 3,342 08 | 3,342 08 | 60 71 |
| 8042 | Branch Junction to Indiana | Pennsylvania R. R. | 63.54 | 12 | 4,672 09 | 4,672 09 | 73 53 |
| 8043 | Meadville to Oil City | New York, Pennsylvania and Ohio R. R. | 132.08 | 13 | 1,441 83 | 1,441 83 | 44 46 |
| 8044 | Erie to New Castle | Pennsylvania Co. | 18.14 | 12 | 17,165 11 | 17,165 11 | 129 96 |
| 8045 | Oil City to Ashtabula | Lake Shore and Michigan Southern Rwy. | 36.62 | 18 | 2,223 20 | 2,223 20 | 60 71 |
| 8046 | Bethlehem to Pen Artyl | Lehigh and Lackawanna R. R. | 99.24 | 12 | 8,315 31 | 8,315 31 | 88 79 |
| 8047 | Downingtown to New Holland | Pennsylvania R. R. | 87.56 | 9.4 | 5,240 46 | 5,240 46 | 59 85 |
| | | | 29.33 | 6 | 1,253 85 | 1,253 85 | 42 75 |
| | | | 27.69 | 10 | 1,444 31 | 1,444 31 | 52 16 |

REPORT OF THE POSTMASTER-GENERAL.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. | Annual pay for office cars. | Total annual pay. | Cost per mile for transportation. | Cost per mile for railway post-office cars. | Remarks. |
|-------------------------|------------------------------------------------------|-----------------------------------------------|---------------------|-------------------------|--------------------------------|-----------------------------|-------------------|-----------------------------------|---------------------------------------------|------------------------|
| PENNSYLVANIA—Continued. | | | | | | | | | | |
| 8048 | West Chester to Frazar. | Pennsylvania R. R. | 7.14 | 6 | 274 74 | | 274 74 | 38 48 | | |
| 8049 | Lewistown Junction, n. o., to Milroy. | do. | 12.94 | 12 | 553 18 | | 553 18 | 42 75 | | |
| 8050 | Pottsville to Frackville. | Philadelphia and Reading R. R. | 11.62 | 10.47 | 496 75 | | 496 75 | 42 75 | | |
| 8051 | Greenville to Hilliard's. | Schenango and Alleghany R. R. | 46.40 | 12 | 2,102 84 | | 2,102 84 | 45 82 | | |
| 8052 | Carlisle to Pine Grove Furnace. | South Mountain Railway and Mining Company. | 18.92 | 12 | 808 83 | | 808 83 | 42 75 | | |
| 8053 | Freeport to Butler. | Pennsylvania R. R. | 22.14 | 12 | 1,287 21 | | 1,287 21 | 58 14 | | |
| 8054 | Wilmington to Reading. | Wilmington and Northern R. R. | 73.08 | 6 | 3,124 17 | | 3,124 17 | 42 75 | | |
| 8055 | Pittsburgh to Washington. | Pittsburgh, Cincinnati and Saint Louis Rwy. | 23.49 | 21 | 1,787 58 | | 1,787 58 | 76 10 | | |
| 8056 | Perkionon Junction, n. o., to Emaus. | Perkionon R. R. | 37.60 | 7.75 | 1,639 73 | | 1,639 73 | 43 61 | | |
| 8057 | Pottstown to Barto's. | Philadelphia and Reading R. R. | 13.98 | 9.43 | 567 72 | | 567 72 | 42 75 | | |
| 8058 | Jeddo to Freeland. | Lehigh Valley R. R. | 3.24 | 6 | 138 51 | | 138 51 | 42 75 | | |
| 8059 | Lebanon to Tower City. | Philadelphia and Reading R. R. | 43.40 | 10.99 | 1,855 35 | | 1,855 35 | 42 75 | | |
| 8060 | Towanda to Bernice. | State Line and Sullivan R. R. | 24.15 | 6 | 1,032 41 | | 1,032 41 | 42 75 | | |
| 8061 | Schuykill Haven to Glen Carbon. | Philadelphia and Reading R. R. | 13.66 | 10.4 | 583 96 | | 583 96 | 42 75 | | |
| 8062 | Tipton to Kutztown. | do. | 4.84 | 21 | 206 91 | | 206 91 | 42 75 | | |
| 8063 | Pittsburgh to Cumberland. | Baltimore and Ohio R. R. | 150.32 | 19.16 | 16,708 05 | | 16,708 05 | 111 15 | | |
| 8064 | Carbondale to Susquehanna. | New York, Lake Erie and Western R. R. | 36.14 | 6 | 1,673 23 | | 1,673 23 | 42 75 | | |
| 8065 | Corning to Antrim. | Fall Brook Coal Company. | 52.40 | 12 | 3,584 16 | | 3,584 16 | 68 40 | | |
| 8066 | Phoenixville to Uchland. | Philadelphia and Reading R. R. | 11.83 | 6 | 505 73 | | 505 73 | 42 75 | | |
| 8067 | Lewistown to Spring Mills. | Pennsylvania R. R. | 42.45 | 7.32 | 1,814 73 | | 1,814 73 | 42 75 | | |
| 8068 | Union City to Tusville. | Buffalo, Pittsburgh and Western R. R. | 14.10 | 6 | 602 77 | | 602 77 | 42 75 | | |
| 8069 | Towanda to Barclay. | Towanda Coal Company. | 17.19 | 6 | 661 47 | | 661 47 | 34 48 | | |
| 8070 | Rockwood to Johnston, n. o., to Richmond Furnace. | Southern and Cambria R. R. | 45.37 | 12 | 1,939 56 | | 1,939 56 | 42 75 | | |
| 8071 | Branch, Mercersburg Junction, n. o., to Mercersburg. | Cumberland Valley R. R. | 19.38 } 2.58 } | 6 | 938 78 | | 938 78 | 42 75 | | |
| 8072 | Mount Dallas Station, n. o., to Cumberland. | Pennsylvania R. R. | 45.29 | 12 | 2,594 06 | | 2,594 06 | 57 29 | | |
| 8073 | Allentown to Harrisburgh. | Philadelphia and Reading R. R. | 98.51 | 26.21 | 11,556 03 | | 11,556 03 | 129 11 | | |
| 8074 | Conelechesken to Flourtown. | do. | 7.26 | 6 | 279 36 | | 279 36 | 38 48 | | |
| 8075 | Landisville to Boylston. | do. | 10.87 | 13 | 560 97 | | 560 97 | 51 16 | | Late branch of N. 8074 |

Late branch of route No. 8064.

| | | | | | | | |
|------|-------------------------------------------------------------|-------------------------------------------------|--------|-------|----------|----------|----------------|
| 8076 | Red Bank Furnace to Drifwood | Allegheny Valley R. R. | 110.45 | 12 | 6,327.67 | 0,327.67 | 67.20 |
| 8077 | Chambersburg to Waynesburg | Mount Alto R. R. | 25.43 | 12 | 1,601.63 | 1,304.63 | 42.75 |
| 8078 | Tunkhannock to Montrose | Montrose Rwy. | 18.86 | 6 | 1,304.58 | 1,648.58 | 42.75 |
| 8079 | Wilkes Barre to Scranton | Central Railroad Company of New Jersey | 18.86 | 6 | | | |
| 8080 | Mechanicsburg to Dillsburgh | Cumberland Valley R. R. | 8.85 | 12 | 378.33 | 378.33 | 42.75 |
| 8081 | Pittsburgh to West Brownsville | Pennsylvania R. R. | 31.30 | 12 | 2,897.15 | 2,897.15 | 42.75 |
| 8082 | Valley Junction to Ebbsvale | Backman Valley R. R. | 23.32 | 6 | 709.71 | 709.71 | 42.75 |
| 8083 | Bedford to Snow Shoe | Pennsylvania R. R. | 12.97 | 9.3 | 951.18 | 951.18 | 42.75 |
| 8084 | Hollidaysburg to Mines | do | 22.25 | 12 | 955.46 | 955.46 | 42.75 |
| 8085 | Mount Union to Robertsdale | East Broad Top Railroad and Coal Company | 30.06 | 7.89 | 1,285.06 | 1,285.06 | 42.75 |
| 8086 | Pollock to Butler | Parker and Karns City R. R. | 27.50 | 12 | 1,833.97 | 1,833.97 | 66.69 |
| 8087 | Bedwood to Reilly | Leit's Gap R. R. | 23.69 | 12 | 1,012.74 | 1,012.74 | 42.75 |
| 8088 | Pittsburgh to Morrisdale Mines | Pennsylvania R. R. | 3.70 | 6 | 158.17 | 158.17 | 42.75 |
| 8089 | Reading to Satington | Schuylkill and Lehigh R. R. | 43.73 | 6 | 1,869.45 | 1,869.45 | 42.75 |
| 8090 | Bedlin to Garrett | Baltimore and Ohio R. R. | 9.10 | 12 | 389.02 | 389.02 | 42.75 |
| 8091 | Larabee to Clermont | McKean and Buffalo R. R. | 22.04 | 8.45 | 942.21 | 942.21 | 42.75 |
| 8092 | York to Delta | York and Peach Bottom Rwy. | 35.75 | 6 | 1,681.32 | 1,681.32 | 47.03 |
| 8093 | Lawsensburg to Sligo | Allegheny Valley R. R. | 10.39 | 6 | 444.17 | 444.17 | 42.75 |
| 8094 | Oxford to Packer's Creek | Peach Bottom R. R. | 20 | 8.25 | 855.00 | 855.00 | 42.75 |
| 8095 | Pittsburgh to Castle Shannon | Pittsburgh & Castle Shannon R. R. | 6.02 | 6 | 257.35 | 257.35 | 42.75 |
| 8096 | New Castle to Stonesborough | New Castle and Oil City R. R. | 35.66 | 7.34 | 1,653.19 | 1,653.19 | 46.36 |
| 8097 | White Haven to Upper Lehigh | Central Railroad Company of New Jersey | 9.85 | 6 | 379.02 | 379.02 | 38.48 |
| 8098 | Norristown to Landdale | Stony Creek R. R. | 10.30 | 6 | 440.32 | 440.32 | 42.75 |
| 8099 | Osceola Mills to Ramsey | Pennsylvania R. R. | 8.88 | 12 | 379.62 | 379.62 | 42.75 |
| 8100 | Tamaqua to Mauch Chunk | Central Railroad Company of New Jersey | 13.70 | 6 | 585.67 | 585.67 | 42.75 |
| 8101 | Wilkes Barre to Wanamie | do | 11.55 | 6 | 444.44 | 444.44 | 38.48 |
| 8102 | Hanover Junction to Gettysburgh | Hanover Junction, Hanover and Gettysburgh R. R. | 13.00 | 12 | 2,055.62 | 2,055.62 | 64.98 |
| 8103 | Jenkinson to Bound Brook | Philadelphia and Reading R. R. | 49.82 | 12.1 | 2,129.80 | 2,129.80 | 42.75 |
| 8104 | South West Junction, n. o., to Fair chance | Pennsylvania R. R. | 44.12 | 6 | 2,829.41 | 2,829.41 | 64.13 |
| 8105 | Shelfield to Brookton | Tionesta Valley R. R. | 7.33 | 6 | | | Pay not fixed. |
| 8106 | Millersburg to Williamsstown | Northern Central Rwy. | 21.04 | 10.14 | 899.46 | 899.46 | 42.75 |
| 8107 | Meadville to Lineville Station | Pennsylvania Co. | 21.10 | 6 | | | Pay not fixed. |
| 8108 | Lewisstown Junction, n. o., to Selins Grove Junction, n. o. | Pennsylvania R. R. | 45 | 6 | 1,923.75 | 1,923.75 | 42.75 |
| 8109 | Arlington Station, n. o., to Breadyville | Northeast Pennsylvania R. R. | 10.51 | 10.20 | 518.47 | 518.47 | 52.16 |
| 8110 | Catawissa Junction to Hughesville | Muncy Creek R. R. | 5.74 | 12 | 245.38 | 245.38 | 42.75 |
| 8111 | Vacant | | | | | | |
| 8112 | Foxburgh to Clarion | Pittsburgh, Bradford and Buffalo Rwy. | 31.33 | 16.28 | 1,982.24 | 1,982.24 | 63.27 |
| 8113 | Tyrone to Benore | Pennsylvania R. R. | 25.84 | 6 | | | Pay not fixed. |
| 8114 | Washington to Waynesburgh | Waynesburg & Washington R. R. | 28.97 | 12 | 1,535.69 | 1,535.69 | 53.01 |
| 8115 | Pittsburgh to Washington | Pittsburgh Southern R. R. | 38.26 | 6 | 1,635.61 | 1,635.61 | 42.75 |
| 8116 | Honesdale to Carbondale | Delaware and Hudson Canal Co. | 19.62 | 12 | 838.75 | 838.75 | 42.75 |
| 8117 | New town Junction, n. o., to Newtown | Philadelphia, Newtown and New York R. R. | 27.10 | 12 | 1,158.52 | 1,158.52 | 42.75 |

REPORT OF THE POSTMASTER-GENERAL.

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|-------------------------|---------------------------------------------|------------------------------------------------------------------|-----------|-------------------------|--------------------------------|-----------------------------|-------------------|-----------------------------------|---------------------------------------------|--------------------------------|
| | | | Miles. | | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | |
| PENNSYLVANIA—Continued. | | | | | | | | | | |
| 8118 | Lattrobe to Ligonier..... | Ligonier Valley R. R..... | 10.67 | 6 | 456 14 | 456 14 | 456 14 | 42 75 | 42 75 | |
| 8119 | Shenandoah to Mahanoy Plane..... | Philadelphia and Reading R. R..... | 6.90 | 12 | 294 97 | 294 97 | 294 97 | 42 75 | 42 75 | |
| 8120 | Salisbury Junction, n. o., to Elk Lick..... | Salisbury R. R..... | 9.35 | 6 | 399 71 | 399 71 | 399 71 | 42 75 | 42 75 | |
| 8121 | Bradford to Ocean..... | Ocean, Bradford and Warren R. R..... | 23.90 | 12 | 1,226 07 | 1,226 07 | 1,226 07 | 51 30 | 51 30 | |
| 8122 | Elfdred to Bradford..... | Kendall and Elfdred R. R..... | 17.50 | 12 | 748 12 | 748 12 | 748 12 | 42 75 | 42 75 | |
| 8123 | Pittsburgh to Youngstown..... | Pittsburgh and Lake Erie R. R..... | 70.93 | 22.53 | 10,613 25 | 10,613 25 | 10,613 25 | 149 63 | 149 63 | |
| 8124 | Columbia to Port Deposit..... | Pennsylvania R. R..... | 39.62 | 6 | 1,524 37 | 1,524 37 | 1,524 37 | 38 48 | 38 48 | |
| 8125 | Allegheny to Warrenton..... | Pittsburgh and Western R. R..... | 47.20 | 6 | 1,524 37 | 1,524 37 | 1,524 37 | 42 75 | 42 75 | |
| 8126 | Providence to Walnut Bottom..... | Harrisburg and Potomac R. R..... | 25.63 | 6 | 876 54 | 876 54 | 876 54 | 34 20 | 34 20 | |
| 8127 | Montour Junction, n. o., to Imperial..... | Montour R. R..... | 10.97 | 15.84 | 468 96 | 468 96 | 468 96 | 42 75 | 42 75 | On 6.65 miles pay not fixed. |
| 8128 | Portland to Fen Argy..... | Bangor and Portland Rwy..... | 13.28 | 6 | 368 93 | 368 93 | 368 93 | 42 75 | 42 75 | |
| 8129 | Irwin's Station to Sewickley, n. o..... | Penn Gas Coal Company's Younghoeveny R. R..... | 9.79 | 6 | 334 81 | 334 81 | 334 81 | 34 20 | 34 20 | |
| 8130 | Degushchonda to Degus Mines..... | Northwestern Mining and Exchange Company..... | 6.01 | 6 | 256 92 | 256 92 | 256 92 | 42 75 | 42 75 | |
| 8131 | Landenburgh to Pomeroy..... | Pennsylvania R. R..... | 18.64 | 6 | 796 86 | 796 86 | 796 86 | 42 75 | 42 75 | |
| 8132 | Bradford to Smethport..... | Bradford, Bordell and Kuzma R. R..... | 26.05 | 12 | 1,113 63 | 1,113 63 | 1,113 63 | 42 75 | 42 75 | |
| 8133 | Kinzua Junction, n. o., to Southard..... | do..... | 4.94 | 12 | 211 18 | 211 18 | 211 18 | 42 75 | 42 75 | |
| 8134 | Lumber Yard, n. o., to Ebervale..... | Lehigh Valley R. R..... | 6.23 | 12 | 266 33 | 266 33 | 266 33 | 42 75 | 42 75 | Late branch of route No. 8016. |
| 8135 | Tunnel to Eckley..... | do..... | 2.24 | 6 | 95 76 | 95 76 | 95 76 | 42 75 | 42 75 | Do. |
| 8136 | Blossburgh to Morris Run..... | Tioga R. R..... | 4.09 | 12 | 174 84 | 174 84 | 174 84 | 42 75 | 42 75 | Late branch of route No. 8020. |
| 8137 | Junction to Quarryville..... | Reading and Columbia R. R..... | 23.50 | 14.22 | 1,004 62 | 1,004 62 | 1,004 62 | 42 75 | 42 75 | Late branch of route No. 8031. |
| 8138 | Saxton to Dudley..... | Huntington and Broad Top Mountain Railroad and Coal Company..... | 6.18 | 6 | 264 19 | 264 19 | 264 19 | 42 75 | 42 75 | Late branch of route No. 8034. |
| 8139 | Lawrenceville to Elkland..... | Fall Brook Coal Company..... | 12.98 | 12 | 832 40 | 832 40 | 832 40 | 64 13 | 64 13 | Late branch of route No. 8065. |
| 8140 | Duncansville to Newry..... | Pennsylvania R. R..... | 3.18 | 12 | 135 94 | 135 94 | 135 94 | 42 75 | 42 75 | Late branch of route No. 8066. |
| 8141 | Broad Ford to Mount Pleasant..... | Baltimore and Ohio R. R..... | 10.45 | 6 | 446 74 | 446 74 | 446 74 | 42 75 | 42 75 | Late branch of route 8068. |

| Station | 12.98 | 12 | 554.80 | 554.80 | 554.80 | 42.75 | 100. |
|-------------------------------------------|----------|-------|------------|-----------|------------|--------|--------|
| Connecticut to Uniontown | 5,400.08 | | 710,641.80 | 81,020.25 | 701,662.05 | | |
| Baltimore and Ohio R. R. | | | | | | | |
| DELAWARE. | | | | | | | |
| Wilmington to Delmar | 97.02 | 12.96 | 12,442.81 | | 12,442.81 | 128.25 | |
| Delmar to Oxford | 38 | 6 | 3,151.72 | | 3,151.72 | 82.04 | |
| Clayton to Crisfield | 54.50 | 6 | 2,795.85 | | 2,795.85 | 51.30 | |
| Harrington to Lewes | 40 | 12 | 2,052.00 | | 2,052.00 | 51.30 | |
| Wilmington to Laundeburgh | 20.55 | 6 | 878.51 | | 878.51 | 42.75 | |
| Georgetown to Seelyville | 20.77 | 6 | 1,029.98 | | 1,029.98 | 49.59 | |
| | 270.84 | | 22,350.87 | | 22,350.87 | | |
| MARYLAND. | | | | | | | |
| Baltimore to Philadelphia | 96 | 57.75 | 53,434.56 | 9,600.00 | 63,034.56 | 556.61 | 100.00 |
| Baltimore to Sunbury | 137.80 | 23.83 | 28,391.45 | 3,445.00 | 29,836.45 | 191.52 | 25.00 |
| Baltimore to Wheeling | 394.30 | 27.47 | 119,342.78 | 27,354.40 | 146,697.18 | 302.67 | 40.00 |
| Arby to Frederick | 3.11 | 27 | 175.49 | | 175.49 | 56.43 | |
| Weyerton to Hagerstown | 24.56 | 12 | 1,427.91 | | 1,427.91 | 58.14 | |
| Baltimore to Washington | 93.20 | 12 | 7,092.52 | | 7,092.52 | 76.10 | |
| Annapolis to Annapolis Junction | 21.11 | 15 | 1,407.82 | | 1,407.82 | 66.69 | |
| Cambridge to Stafford | 33.41 | 6 | 1,494.30 | | 1,494.30 | 44.48 | |
| Salisbury to Ocean City | 30.68 | 6 | 1,311.57 | | 1,311.57 | 42.75 | |
| Townsend to Centerville | 35.19 | 6 | 1,504.37 | | 1,504.37 | 42.75 | |
| Cumberland to Piedmont | 33.76 | 12 | 1,818.65 | | 1,818.65 | 53.87 | |
| Clayton to Chestertown | 32.73 | 6 | 2,128.79 | | 2,128.79 | 64.98 | |
| Bay View, n. o., to Washington | 48.10 | 49.6 | 25,620.07 | 4,010.00 | 30,230.07 | 555.75 | 100.00 |
| Bowie to Pope's Creek | 48.89 | 6 | 2,968.11 | | 2,968.11 | 60.71 | |
| Newtown Junction, n. o., to Pocomoke City | 9.75 | 12 | 1,416.81 | | 1,416.81 | 42.75 | |
| Seelyville to Franklin City | 36.03 | 6 | 1,663.50 | | 1,663.50 | 46.17 | |
| Baltimore to Harpers Ferry | 81.13 | 12.33 | 5,688.02 | | 5,688.02 | 70.11 | |
| Lake Roland to Stevenson | 5.50 | 6 | 211.64 | | 211.64 | 38.48 | |
| Emmitsburg to Rocky Ridge | 7.26 | 18 | 310.36 | | 310.36 | 42.75 | |
| Valley Junction, n. o., to Glyndon | 20.30 | 12 | 1,475.40 | | 1,475.40 | 72.68 | |
| Edgemont to Chambersburg | 21.90 | 12 | 936.21 | | 936.21 | 42.75 | |
| Baltimore to Towson | 7.31 | 6 | | | | | |
| Perryville to Port Deposit | 4.11 | 21 | 175.70 | | 175.70 | 42.75 | |
| | 1,224.33 | | 256,994.03 | 45,009.40 | 302,003.43 | | |
| VIRGINIA. | | | | | | | |
| Washington to Richmond | 116 | 20 | 36,498.24 | 13,920.00 | 50,418.24 | 314.64 | 120.00 |
| Alexandria to Lynchburg | 167.71 | 14 | 41,296.91 | 13,416.80 | 54,713.71 | 246.24 | 80.00 |

For 203.75 miles.
For 80.00
For 96.36 miles.

Pay not fixed.
Late branch of
route No. 10001.

C.—Railroad service as in operation on the 30th of June, 1899.—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. Dollars. | Annual pay for office cars. Dollars. | Total annual pay. Dollars. | Cost per mile for transportation. Dollars. | Cost per mile for office cars. Dollars. | Remarks. |
|----------------------------|----------------------------------------|-----------------------------------------------|---------------------|-------------------------|--------------------------------------------|-----------------------------------------|-------------------------------|-----------------------------------------------|--------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| VIRGINIA—Continued. | | | | | | | | | | |
| 11003 | Manassas to Strasburg. | Virginia Midland Rwy. | 62.55 | 6 | 3,585.48 | | 3,585.48 | 57.29 | | 90.72 miles, no pay fixed. 141.74 miles R. P. O. cars, at \$80 per mile. |
| 11004 | Alexandria to Round Hill. | Washington and Ohio R. R. | 52.20 | 10.37 | 2,990.53 | | 2,990.53 | 57.29 | | |
| 11005 | Newport News to Ashland. | Chesapeake and Ohio Rwy. | 510.18 | 13 | 40,167.48 | | 40,167.48 | 95.76 | | |
| 11006 | Richmond to Charlotte. | Richmond and Danville R. R. | 282.34 | 21 | 60,832.97 | 14,864.20 | 75,697.17 | 215.46 | 25.00 | |
| 11007 | Richmond to West Point. | do. | 40.50 | 9 | 2,043.22 | | 2,043.22 | 50.45 | | 93 miles pay not fixed. Pay on 90.92 miles not fixed. No pay fixed on 32.80 miles. No pay fixed. |
| 11008 | Richmond to Petersburg. | Richmond and Petersburg R. R. | 23.39 | 28 | 5,099.72 | 1,871.20 | 6,970.92 | 218.63 | 80.00 | |
| 11009 | Petersburg to Weldon. | Petersburg R. R. | 65.31 | 17.5 | 13,178.25 | 5,234.80 | 18,413.05 | 201.78 | 80.00 | |
| 11010 | Petersburg to City Point. | Norfolk and Western R. R. | 10.46 | 6 | 8,427.56 | | 8,427.56 | 42.75 | | |
| 11011 | Petersburg to Norfolk. | do. | 82.14 | 7 | 6,668.56 | | 6,668.56 | 102.60 | | |
| 11012 | Petersburg to Lynchburg. | do. | 123.79 | 7 | 36,374.98 | 5,138.00 | 41,512.98 | 176.99 | 25.00 | |
| 11013 | Lynchburg to Bristol. | do. | 205.52 | 7 | 428.78 | | 428.78 | 42.75 | | |
| 11014 | Glade Spring to Saltville. | do. | 10.03 | 6 | 5,357.39 | | 5,357.39 | 87.55 | | |
| 11015 | Portsmouth to Weldon. | Seaboard and Roanoke R. R. | 79.31 | 14 | 11,684.46 | 5,307.20 | 16,991.66 | 179.13 | 80.00 | |
| 11016 | Lynchburg to Danville Junction, n. o. | Virginia Midland Rwy. | 66.34 | 8 | 641.25 | | 641.25 | 34.20 | | |
| 11017 | Bermuda Hundred to Winterpock. | Bright Hope Rwy. | 28.81 | 33 | 1,783.53 | 175.00 | 1,958.53 | 254.79 | 25.00 | |
| 11018 | Washington to Alexandria. | Alexandria and Washington R. R. | | | | | | | | |
| 11019 | Satherlin to Milton. | Milton and Satherlin Narrow Gauge R. R. | 7 | 12 | 2,299.25 | | 2,299.25 | 42.75 | | |
| 11020 | Fredericksburgh to Orange Court-House. | Potomac, Fredericksburgh and Piedmont R. R. | 38.83 | 6 | 1,659.98 | | 1,659.98 | 42.75 | | |
| 11021 | Hagerstown to Roanoke. | Shenandoah Valley R. R. | 236.41 | 7 | 7,970.72 | | 7,970.72 | 58.58 | | |
| 11022 | Elba to Rocky Mount. | Virginia Midland Rwy. | 37.23 | 6 | 1,591.58 | | 1,591.58 | 42.75 | | |
| 11023 | Richmond to Lynchburg. | Richmond and Alleghany R. R. | 147.50 | 6 | 2,615.54 | | 2,615.54 | 44.46 | | |
| 11024 | Owl Run to Warrenton. | Virginia Midland Rwy. | 9.17 | 9.50 | 392.01 | | 392.01 | 42.75 | | No pay fixed on 32.80 miles. No pay fixed. |
| 11025 | Orange to Gordonsville. | do. | 9.79 | 7 | 594.35 | | 594.35 | 60.71 | | |
| 11026 | Norfolk to Edenton. | Elizabeth City and Norfolk R. R. | 74.05 | 6 | 2,959.59 | | 2,959.59 | 64.13 | | |
| 11027 | Clifton Forge to Lynchburg. | Richmond and Alleghany R. R. | 87.47 | 6 | 2,349.90 | | 2,349.90 | 42.75 | | |
| 11028 | Danville to Stockton. | Danville and New River R. R. | 33.70 | 9 | | | | | | |

| 1849 1850 | Richmond and Albemarle R. R. do | 20 00 12 00 | 2 647 23 | 8 71 23 5 7 02 9 00 | 8 306 36 20 305 98 4 180 00 384 75 | 50 907 20 | 357 746 65 | 8 306 36 33 485 98 300 10 384 75 | 56 60 280 44 42 75 42 75 | 60 00 | 40 00 | 42 75 | 42 75 | 76 10 | 68 40 | No pay fixed. | Pay not fixed on 40.90 miles. | No pay fixed. |
|-----------------|--------------------------------------------------|----------------|----------|------------------------------|---------------------------------------------|-----------|------------|-------------------------------------------|-----------------------------------|-------|-------|-------|-------|-------|-------|---------------|----------------------------------|---------------|
| WEST VIRGINIA. | | | | | | | | | | | | | | | | | | |
| 12001 | Harper's Ferry to Harrisonburgh..... | | 103.13 | 8 71 | 8 306 36 | | | 8 306 36 | 66 00 | | | | | | | | | |
| 12002 | Harrisonburgh to Staunton..... | | 26.38 | 23 5 | | | | | 56 43 | | | | | | | | | |
| 12003 | Grafton to Parkersburg..... | | 104.50 | 7 02 | 4 180 00 | | | 33 485 98 | 280 44 | | | | | | | | | |
| 12004 | Laurel Junction, n. o. to Volcano..... | | 9.00 | 12 | | | | 300 10 | 42 75 | | | | | | | | | |
| 12005 | Pennsborough to Ritchie Court-House..... | | | 12 | 384 75 | | | | 42 75 | | | | | | | | | |
| 12006 | Steubenville to Wheeling..... | | 26.13 | 28 | | | | 1 988 49 | 76 10 | | | | | | | | | |
| 12007 | Glarksburgh to Weston..... | | 26.25 | 12 | 1 705 50 | | | 1 705 50 | 68 40 | | | | | | | | | |
| 12008 | Piedmont to Elk Garden..... | | 14 50 | 6 | | | | | | | | | | | | | | |
| 12009 | West Virginia Central and Pittsburgh Rwy..... | | 316.91 | | | | | 42 141 18 | | | | | | | | | | |
| NORTH CAROLINA. | | | | | | | | | | | | | | | | | | |
| 12010 | Raleigh to Weldon..... | | 162.63 | 6 | 7 095 74 | | | 7 095 74 | 72 68 | | | | | | | | | |
| 12011 | Weldon to Wilmington..... | | 182.07 | 14 | 20 099 66 | | | 12 965 60 | 179 55 | | | | | | | | | |
| 12012 | Wilmington to Charlotte..... | | 188.89 | 13 | 9 690 05 | | | 9 690 05 | 51 30 | | | | | | | | | |
| 12013 | Goldsborough to Greensborough..... | | 120.35 | 13 | 9 138 83 | | | 9 138 83 | 70 11 | | | | | | | | | |
| 12014 | Goldsborough to Morehead City..... | | 130.05 | 6 | 5 307 24 | | | 5 307 24 | 58 43 | | | | | | | | | |
| 12015 | Salisbury to Warm Springs..... | | 184.67 | 6 | 9 396 02 | | | 9 396 02 | 65 84 | | | | | | | | | |
| 12016 | Charlotte to Augusta..... | | 197.53 | 13 | 24 657 66 | | | 24 657 66 | 124 83 | | | | | | | | | |
| 12017 | Charlotte to Shelby..... | | 55.89 | 6 | 3 041 88 | | | 3 041 88 | 54 72 | | | | | | | | | |
| 12018 | Charlotte to Statesville..... | | 49.38 | 6 | 2 279 87 | | | 2 279 87 | 46 77 | | | | | | | | | |
| 12019 | Raleigh to Hamlet..... | | 97.38 | 6 | 9 173 88 | | | 9 173 88 | 63 27 | | | | | | | | | |
| 12020 | Fayetteville to Goldf..... | | 43.03 | 6 | 1 925 03 | | | 1 925 03 | 42 75 | | | | | | | | | |
| 12021 | Greensborough to Winston..... | | 28.86 | 6 | 1 585 78 | | | 1 585 78 | 54 72 | | | | | | | | | |
| 12022 | Jamesville to Washington Hall..... | | 22.57 | 9 | 964 86 | | | 964 86 | 42 75 | | | | | | | | | |
| 12023 | Oxford to Henderson..... | | 13.40 | 6 | | | | | | | | | | | | | | |
| 12024 | Rocky Mount to Tarborough..... | | 17.80 | 7 | 760 95 | | | 760 95 | 42 75 | | | | | | | | | |
| 12025 | | | 1 384.52 | | 111 117 45 | | | 12 965 60 | | | | | | | | | | |
| 12026 | | | | | | | | 124 083 05 | | | | | | | | | | |
| 12027 | | | 143.84 | 6 | 9 888 65 | | | 9 888 65 | 68 40 | | | | | | | | | |
| 12028 | Columbia to Greenville..... | | 83.00 | 7 | 23 922 80 | | | 32 722 60 | 165 87 | | | | | | | | | |
| 12029 | Florence to Florence..... | | 110.00 | 14 | 8 800 00 | | | 10 754 12 | 82 08 | | | | | | | | | |
| 12030 | Columbia to Charleston..... | | 131.02 | 23 04 | 10 754 12 | | | 5 750 00 | 147 06 | | | | | | | | | |
| 12031 | Charleston to Savannah..... | | 115.00 | 1 | 18 911 90 | | | 22 661 90 | 147 06 | | | | | | | | | |
| 12032 | Charleston to Florence..... | | 102.00 | 14 | 16 395 48 | | | 21 495 48 | 160 74 | | | | | | | | | |
| 12033 | Florence to Cheraw..... | | 40.90 | 6 | 1 818 41 | | | 1 818 41 | 44 46 | | | | | | | | | |
| SOUTH CAROLINA. | | | | | | | | | | | | | | | | | | |
| 12034 | Columbia to Greenville..... | | 143.84 | 6 | 9 888 65 | | | 9 888 65 | 68 40 | | | | | | | | | |
| 12035 | Columbia to Florence..... | | 83.00 | 7 | 23 922 80 | | | 32 722 60 | 165 87 | | | | | | | | | |
| 12036 | Florence to Wilmington..... | | 110.00 | 14 | 8 800 00 | | | 10 754 12 | 82 08 | | | | | | | | | |
| 12037 | Columbia to Charleston..... | | 131.02 | 23 04 | 10 754 12 | | | 5 750 00 | 147 06 | | | | | | | | | |
| 12038 | Charleston to Savannah..... | | 115.00 | 1 | 18 911 90 | | | 22 661 90 | 147 06 | | | | | | | | | |
| 12039 | Charleston to Florence..... | | 102.00 | 14 | 16 395 48 | | | 21 495 48 | 160 74 | | | | | | | | | |
| 12040 | Florence to Cheraw..... | | 40.90 | 6 | 1 818 41 | | | 1 818 41 | 44 46 | | | | | | | | | |

C.—Railroad service as in operation on the 30th of June, 1899—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. Dollars. | Annual pay for railway post office cars. Dollars. | Total annual pay. Dollars. | Cost per mile for transportation. Dollars. | Cost per mile for office cars. Dollars. | Remarks. |
|----------------------------------|--------------------------------------|-----------------------------------------------|---------------------|-------------------------|--------------------------------------------|------------------------------------------------------|-------------------------------|-----------------------------------------------|--------------------------------------------|---------------|
| SOUTH CAROLINA—Continued. | | | | | | | | | | |
| 14007 | Chester C. H. to Lincolnton | Chester and Lenoir Narrow Gauge R. R. | 65.17 | 6 | 3,126 85 | | 3,126 85 | 47 98 | | |
| 14008 | Alston to Spartanburgh | Columbia and Greenville R. R. | 68.50 | 6 | 2,928 37 | | 2,928 37 | 42 75 | | |
| 14009 | Hodges to Abbeville | do | 11.82 | 6 | 4,505 30 | | 4,505 30 | 42 75 | | |
| 14010 | Port Royal to Augusta | Port Royal and Augusta R. R. | 110.74 | 7 | 5,777 78 | | 5,777 78 | 52 16 | | |
| 14011 | Spartanburgh C. H. to Hendersonville | Ashelwood and Spartanburgh R. R. | 51.25 | 6 | 2,190 93 | | 2,190 93 | 42 75 | | |
| 14012 | Newberry C. H. to Laurens C. H. | Laurens Rwy. | 31.93 | 6 | 1,365 00 | | 1,365 00 | 42 75 | | |
| 14013 | Chester to Lancaster | Chester and Chester R. R. | 30.20 | 6 | 1,291 04 | | 1,291 04 | 42 75 | | |
| 14014 | Cheraw to Wadesborough | Cheraw and Salisbury R. R. | 28.02 | 6 | 1,112 35 | | 1,112 35 | 42 75 | | |
| 14015 | Lanes to Sumter | Central Railroad Company of South Carolina. | 40.00 | 6 | | | | | | No pay fixed. |
| 14016 | Belton to Walhalla | Columbia and Greenville R. R. | 43.53 | 6 | 1,890 90 | | 1,890 90 | 42 75 | | |
| 14017 | Brachville to Augusta | South Carolina R. R. | 75.45 | 21 | 6,644 88 | | 6,644 88 | 88 07 | | |
| 14018 | Kingsville to Camden | do | 38.03 | 9.5 | 2,135 72 | | 2,135 72 | 54 72 | | |
| | | | 1,319.40 | | 108,680 56 | 19,650 00 | 128,230 56 | | | |
| GEORGIA. | | | | | | | | | | |
| 15001 | Atlanta to Air Line Junction | At'lta and Charlotte Air Line Rwy | 289.33 | 14 | 49,510 83 | 21,546 40 | 71,057 33 | 183 83 | 80 00 | |
| 15002 | Atlanta to Chattanooga | Western and Atlantic R. R. | 188.47 | 14 | 23,441 58 | 9,000 55 | 32,442 13 | 169 29 | 65 00 | |
| 15003 | Atlanta to West Point | Atlanta and West Point R. R. | 86.60 | 14 | 14,883 07 | 4,330 00 | 19,213 07 | 171 86 | 50 00 | |
| 15004 | Augusta to Atlanta | Georgia Railroad and Banking Company. | 172.69 | 14 | 21,397 70 | 2,588 85 | 23,986 55 | 123 98 | 15 00 | |
| 15005 | Millen to Augusta | Central Railroad and Banking Company. | 53.57 | 14 | 3,527 04 | | 3,527 04 | 65 84 | | |
| 15006 | Washington to Barnett | Georgia Railroad and Banking Company. | 18.56 | 6 | 793 44 | | 793 44 | 42 75 | | |
| 15007 | Union Point to Athens | do | 40.96 | 7 | 2,030 71 | | 2,030 71 | 49 59 | | |
| 15008 | Kingsdon to Rome | Rome R. R. | 20.32 | 9.5 | 868 68 | | 868 68 | 42 75 | | |
| 15009 | Savannah to Jacksonville | Savannah, Florida & West. Rwy. | 172.75 | 14 | 29,068 01 | 6,153 35 | 35,221 36 | 188 44 | 35 02 | |
| 15010 | Savannah to Macon | Central Railroad and Banking Company. | 183.44 | 14 | 14,554 42 | | 14,554 42 | 75 24 | | |
| 15011 | Macon to Columbus | Southwestern R. R. | 100.47 | 6 | 6,356 73 | | 6,356 73 | 63 27 | | |
| 15012 | Macon to Atlanta | Central Railroad and Banking Company. | 103.80 | 14 | 14,199 84 | | 14,199 84 | 136 80 | | |
| 15013 | Macon to Brunswick | Macon and Brunswick R. R. | 190.54 | 11.65 | 10,294 59 | | 10,294 59 | 83 56 | | |

| 15014 | Gordon to Milledgeville..... | Central Railroad and Banking Company..... | 17.70 | 0 | 700 02 | 42 75 | |
|----------|------------------------------------------|-----------------------------------------------------------|----------|-------|------------|-----------|------------|
| 15015 | Edenton to Milledgeville..... | do..... | 21.04 | 0 | 837 83 | 42 75 | |
| 15016 | Macon to Euflula..... | Southwestern R. R..... | 14.90 | 7 | 12,434 96 | 42 75 | |
| 15017 | Port Valley to Perry..... | do..... | 13.32 | 6 | 560 43 | 135 05 | |
| 15018 | Wacares to Du Pont..... | do..... | 34.30 | 7 | 11,790 65 | 55 58 | |
| 15019 | Du Pont to Albany..... | Savannah, Florida & West'n Rwy..... | 28.24 | 6 | 702 38 | 42 75 | |
| 15020 | Marionville to Thomaston..... | Central Railroad and Banking Company..... | 16.43 | 6 | | | |
| 15021 | Cartersville to Cedartown..... | Cherokee Railroad of Georgia..... | 36.55 | 6 | 1,562 51 | 42 75 | |
| 15022 | Camak to Macon..... | Georgia Railroad and Banking Company..... | 78.59 | 9 | 5,375 55 | 68 40 | |
| 15023 | Griffin to Carrollton..... | Savannah, Griffin and North Alabama R. R..... | 60.12 | 6 | 2,570 13 | 42 75 | |
| 15024 | Brunswick to Albany..... | Brunswick and Albany R. R..... | 172.39 | 6 | 6,633 56 | 38 48 | |
| 15025 | Columbus to Hood..... | Columbus and Rome R. R..... | 32.70 | 6 | 1,397 92 | 42 75 | |
| 15026 | Athens to Belton..... | Northeastern R. R. of Georgia..... | 40.53 | 7 | 1,898 81 | 45 32 | |
| 15027 | Toccoa to Elberton..... | Elberton Air Line R. R..... | 50.42 | 6 | 2,155 45 | 42 75 | |
| 15028 | Vacant..... | | | | | | |
| 15029 | Wadley to Louisville..... | Louisville and Wadley R. R..... | 10.62 | 12 | 454 00 | 42 75 | |
| 15030 | Hartwell to Bowersville..... | Hartwell Railroad Construction and Operating Company..... | 10 | 6 | 427 50 | 42 75 | |
| 15031 | Marietta to Canton..... | Marietta and N. Georgia R. R..... | 24.34 | 6 | 1,040 53 | 42 75 | |
| 15032 | Thomasville to Bainbridge..... | Savannah, Florida & West'n Rwy..... | 37 | 7 | 1,581 75 | 42 75 | |
| 15033 | Swanace to Lawrenceville..... | Lawrenceville Branch R. R..... | 9.90 | 6 | 423 22 | 42 75 | |
| 15034 | Talbotton to Bostick, n. o..... | Talbotton R. R..... | 7.20 | 14 | 307 80 | 42 75 | |
| 15035 | Monroe to Social Circle..... | Walton R. R..... | 10.72 | 6 | | | |
| 15036 | Roanell to Live Oak..... | Roanell R. R..... | 11 | 6 | 470 25 | 42 75 | |
| 15037 | DuPont to Greenwood..... | Savannah, Florida & West'n Rwy..... | 48.85 | 6 | 6,641 15 | 135 85 | |
| 15038 | Augusta to Harkinsville..... | Augusta and Knoxville R. R..... | 68.30 | 6 | | | |
| 15039 | Contra to Harkinsville..... | Macon and Brunswick R. R..... | 10.59 | 6 | 452 72 | 42 75 | |
| 15040 | Smithville to Albany..... | Southwestern R. R..... | 24.07 | 7 | 1,461 28 | 60 71 | |
| 15041 | Albany to Blakely..... | do..... | 50.06 | 4 | 1,242 48 | 34 20 | |
| 15042 | Cuthbert to Fort Gaines..... | do..... | 23.20 | 6 | | | |
| | | | 2,754.59 | | 200,187 22 | 43,619 15 | 303,806 37 |
| FLORIDA. | | | | | | | |
| 16001 | Fernandina to Cedar Keys..... | Florida Transit R. R..... | 154.80 | 6 | 8,577 46 | 55 41 | |
| 16002 | Lake City to Chattahoochee..... | Jacksonville, Pensacola and Mobile R. R..... | 155.87 | 7 | 9,565 35 | 61 56 | |
| 16003 | Pensacola to Whiting Junction, n. o..... | Louisville and Nashville R. R..... | 45.29 | 7 | 1,920 74 | 42 41 | |
| 16004 | Toccoa to Saint Augustine..... | Saint John's Rwy..... | 15.69 | 6 | 778 06 | 49 59 | |
| 16005 | Pensacola to Millville..... | Pensacola and Perdido R. R..... | 8.33 | 6 | 356 10 | 356 10 | |
| 16006 | Jacksonville to Lake City..... | Florida Central R. R..... | 60.32 | 9, 25 | 6,271 47 | 103 87 | |
| 16007 | Sanford to Kissimmee..... | South Florida R. R..... | 40.40 | 6 | 1,003 48 | 42 75 | |
| 16008 | Volsinia to Leesburgh..... | St. John's and Lake Eustis Rwy..... | 54.75 | 6 | 2,340 56 | 42 75 | |
| 16009 | Hart's Road to Jacksonville..... | Fernandina & Jacksonville R. R..... | 23.27 | 13 | 1,551 87 | 66 69 | |
| 16010 | Vacant..... | | | | | | |
| 16011 | Waldo to Ocala..... | Florida Transit R. R..... | 47.26 | 6 | 2,202 80 | 47 88 | |

16.95 miles no pay fixed.

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C.—Railroad service as in operation on the 30th of June, 1882—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. | Number of trips a week. | Annual pay for transportation. | Annual pay for office care. | Total annual pay. | Cost per mile for transportation. | Cost per mile for office care. | Remarks. |
|----------------------------|--------------------------------------|-----------------------------------------------|-----------|-------------------------|--------------------------------|-----------------------------|-------------------|-----------------------------------|--------------------------------|---------------|
| | | | Miles. | | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | |
| SOUTH CAROLINA.—Continued. | | | | | | | | | | |
| 14007 | Chester C. H. to Lincolnton | Chester and Lenoir Gauge R. R. | 65.17 | 6 | 3,128 85 | ..... | 3,128 85 | 47 98 | ..... |  |
| 14008 | Alston to Spartanburgh | Columbia and Greenville R. R. | 68.50 | 6 | 2,928 37 | ..... | 2,928 37 | 42 75 | ..... |  |
| 14009 | Hodges to Abbeville | do | 11.82 | 6 | 506 30 | ..... | 506 30 | 42 75 | ..... |  |
| 14010 | Port Royal to Augusta | Port Royal and Augusta R. R. | 110.74 | 7 | 5,777 76 | ..... | 5,777 76 | 52 16 | ..... |  |
| 14011 | Spartanburgh C. H. to Hendersonville | Ashville and Spartanburgh R. R. | 51.25 | 6 | 2,190 83 | ..... | 2,190 83 | 42 75 | ..... |  |
| 14012 | Nexberry C. H. to Laurens C. H. | Laurens Rwy. | 31.93 | 6 | 1,365 00 | ..... | 1,365 00 | 42 75 | ..... |  |
| 14013 | Chester to Lancaster | Chester and Chester R. R. | 30.20 | 6 | 1,291 04 | ..... | 1,291 04 | 42 75 | ..... |  |
| 14014 | Cheraw to Wadesborough | Cheraw and Salisbury R. R. | 28.02 | 6 | 1,112 35 | ..... | 1,112 35 | 42 75 | ..... |  |
| 14015 | Lanes to Sumter | Central Railroad Company of South Carolina. | 40.00 | 6 | ..... | ..... | ..... | ..... | ..... | No pay fixed. |
| 14016 | Belton to Walhalla | Columbia and Greenville R. R. | 43.53 | 6 | 1,890 90 | ..... | 1,890 90 | 42 75 | ..... |  |
| 14017 | Branchville to Augusta | South Carolina R. R. | 75.45 | 21 | 6,644 88 | ..... | 6,644 88 | 88 07 | ..... |  |
| 14018 | Kingville to Camden | do | 38.03 | 9.5 | 2,135 72 | ..... | 2,135 72 | 54 72 | ..... |  |
| | | | 1,319.40 | | 108,580 56 | 19,650 00 | 128,230 56 | | | |
| GEORGIA. | | | | | | | | | | |
| 15001 | Atlanta to Air Line Junction | Atla'ta and Charlotte Air Line Rwy | 280.33 | 14 | 49,510 93 | 21,546 40 | 71,057 33 | 183 83 | 80 00 | |
| 15002 | Atlanta to Chatanooga | Western and Atlantic R. R. | 184.47 | 14 | 23,441 56 | 9,000 55 | 32,442 13 | 109 29 | 65 00 | |
| 15003 | Atlanta to West Point | Atlanta and West Point R. R. | 86.60 | 14 | 14,883 07 | 4,330 00 | 19,213 07 | 171 86 | 50 00 | |
| 15004 | Augusta to Atlanta | Georgia Railroad and Banking Company. | 172.59 | 14 | 21,397 70 | 2,588 85 | 23,986 55 | 123 98 | 15 00 | |
| 15005 | Millen to Augusta | Central Railroad and Banking Company. | 53.57 | 14 | 3,527 04 | ..... | 3,527 04 | 65 84 | ..... |  |
| 15006 | Washington to Barnett | Georgia Railroad and Banking Company. | 18.56 | 6 | 793 44 | ..... | 793 44 | 42 75 | ..... |  |
| 15007 | Union Point to Athens | do | 40.95 | 7 | 2,030 71 | ..... | 2,030 71 | 49 59 | ..... |  |
| 15008 | Kingston to Rome | Rome R. R. | 20.32 | 9.5 | 868 68 | ..... | 868 68 | 42 75 | ..... |  |
| 15009 | Savannah to Jacksonville | Savannah, Florida & West. Rwy. | 172.75 | 14 | 29,098 01 | 6,153 35 | 35,251 36 | 168 44 | 35 62 | |
| 15010 | Savannah to Macon | Central Railroad and Banking Company. | 193.44 | 14 | 14,554 42 | ..... | 14,554 42 | 76 24 | ..... |  |
| 15011 | Macon to Columbus | Southwestern R. R. | 100.47 | 6 | 6,356 73 | ..... | 6,356 73 | 63 27 | ..... |  |
| 15012 | Macon to Atlanta | Central Railroad and Banking Company. | 103.80 | 14 | 14,199 84 | ..... | 14,199 84 | 136 84 | ..... |  |
| | | Macon and Brunswick R. R. | 100.68 | 11.65 | 10,204 58 | ..... | 10,204 58 | 85 54 | ..... |  |

| 15014 | Gordon to Milledgeville..... | Central Railroad and Banking Company..... | 17.79 | 6 | 700 82 | 700 82 | 42 75 |
|----------|------------------------------------------|-----------------------------------------------------------|----------|------|------------|-----------|------------|
| 15015 | Easton to Milledgeville..... | do..... | 21.04 | 6 | 937 83 | 937 83 | 42 75 |
| 15016 | Macon to Ennola..... | Southwestern R. R..... | 143.99 | 7 | 12,434 96 | 12,434 96 | 42 75 |
| 15017 | Waycross to Du Pont..... | do..... | 13.32 | 6 | 509 43 | 509 43 | 35 85 |
| 15018 | Do Du Pont to Albany..... | Savannah, Florida & West'n Rwy..... | 34.30 | 7 | 11,790 65 | 11,790 65 | 55 58 |
| 15019 | Do Du Pont to Albany..... | Central Railroad and Banking Company..... | 28.24 | 6 | 702 38 | 702 38 | 42 75 |
| 15020 | Cartersville to Cedartown..... | Cherokee Railroad of Georgia..... | 38.55 | 6 | 1,562 51 | 1,562 51 | 42 75 |
| 15021 | Canak to Macon..... | Georgia Railroad and Banking Company..... | 78.59 | 9 | 5,375 55 | 5,375 55 | 68 40 |
| 15022 | Griffin to Carrollton..... | Savannah, Griffin and North Alabama R. R..... | 60.12 | 6 | 2,570 13 | 2,570 13 | 42 75 |
| 15023 | Brunswick to Albany..... | Brunswick and Albany R. R..... | 172.39 | 6 | 6,633 56 | 6,633 56 | 38 48 |
| 15024 | Columbus to Hood..... | Columbus and Rome R. R..... | 32.70 | 7 | 1,397 82 | 1,397 82 | 42 75 |
| 15025 | Athens to Belton..... | Northeastern R. R. of Georgia..... | 40.53 | 7 | 1,836 81 | 1,836 81 | 45 32 |
| 15026 | Toccoa to Elberton..... | Elberton Air Line R. R..... | 50.42 | 6 | 2,155 45 | 2,155 45 | 42 75 |
| 15027 | Vacant..... | | | | | | |
| 15028 | Wadley to Louisville..... | Louisville and Wadley R. R..... | 10.62 | 12 | 454 00 | 454 00 | 42 75 |
| 15029 | Hartwell to Bowersville..... | Hartwell Railroad Construction and Operating Company..... | 10 | 6 | 427 50 | 427 50 | 42 75 |
| 15030 | Marietta to Canton..... | Marietta and N. Georgia R. R..... | 24.34 | 6 | 1,040 53 | 1,040 53 | 42 75 |
| 15031 | Thomasville to Bainbridge..... | Savannah, Florida & West'n Rwy..... | 37 | 7 | 1,581 75 | 1,581 75 | 42 75 |
| 15032 | Swansea to Lawrenceville..... | Lawrenceville Branch R. R..... | 9.90 | 6 | 423 22 | 423 22 | 42 75 |
| 15033 | Talbotton to Bostick, n. o..... | Talbotton R. R..... | 7.20 | 14 | 307 80 | 307 80 | 42 75 |
| 15034 | Monroe to Social Circle..... | Walton R. R..... | 10.72 | 6 | | | |
| 15035 | Roswell Junction, n. o., to Roswell..... | Roswell R. R..... | 11 | 6 | 470 25 | 470 25 | 42 75 |
| 15036 | Dupont to Live Oak..... | Savannah, Florida & West'n Rwy..... | 48.85 | 6 | 6,641 15 | 6,641 15 | 135 95 |
| 15037 | Augusta to Greenwood..... | Augusta and Knoxville R. R..... | 85.30 | 6 | | | |
| 15038 | Chehtran to Hawkinsville..... | Macon and Brunswick R. R..... | 10.59 | 6 | 452 72 | 452 72 | 42 75 |
| 15039 | Smithville to Albany..... | Southwestern R. R..... | 24.07 | 7 | 1,461 28 | 1,461 28 | 60 71 |
| 15040 | Albany to Blakely..... | do..... | 50.06 | 4 | 1,242 48 | 1,242 48 | 34 20 |
| 15041 | Cuthbert to Fort Gaines..... | do..... | 23.20 | 6 | | | |
| | | | 2,754.59 | | 200,187 22 | 43,619 15 | 303,806 37 |
| FLORIDA. | | | | | | | |
| 16001 | Fernandina to Cedar Keys..... | Florida Transit R. R..... | 154.80 | 6 | 8,577 46 | 8,577 46 | 55 41 |
| 16002 | Lake City to Chattahoochee..... | Jacksonville, Pensacola and Mobile R. R..... | 153.87 | 7 | 9,585 35 | 9,585 35 | 61 56 |
| 16003 | Pensacola to Whiting Junction, n. o..... | Louisville and Nashville R. R..... | 45.29 | 7 | 1,920 74 | 1,920 74 | 42 41 |
| 16004 | Tecol to Saint Augustine..... | Saint John's Rwy..... | 15.69 | 6 | 778 06 | 778 06 | 49 59 |
| 16005 | Pensacola to Millview..... | Pensacola and Perdido R. R..... | 8.33 | 6 | 356 10 | 356 10 | 42 75 |
| 16006 | Jacksonville to Lake City..... | Florida Central R. R..... | 90.32 | 9,25 | 6,271 47 | 6,271 47 | 103 87 |
| 16007 | Sanford to Kissimmee..... | South Florida R. R..... | 40.40 | 6 | 1,003 48 | 1,003 48 | 42 75 |
| 16008 | Volusia to Leesburgh..... | St. John's and Lake Eustis Rwy..... | 54.75 | 6 | 2,340 56 | 2,340 56 | 42 75 |
| 16009 | Hart's Road to Jacksonville..... | Fernandina & Jacksonville R. R..... | 23.27 | 13 | 1,551 87 | 1,551 87 | 66 69 |
| 16010 | Vacant..... | | | | | | |
| 16011 | Waldo to Ocala..... | Florida Transit R. R..... | 47.26 | 6 | 2,202 80 | 2,202 80 | 47 86 |

16.95 miles no pay fixed.

FLORIDA:

C.—Railroad service as in operation on the 30th of June, 1882.—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. | Number of trips a week. | Annual pay for transportation. | Annual pay for railway post office cars. | Total annual pay. | Cost per mille for transportation. | Cost per mille for office cars. | Remarks. |
|------------------|--------------------------------|-----------------------------------------------|-----------------------------|-------------------------|--------------------------------|------------------------------------------|-------------------|------------------------------------|---------------------------------|---------------|
| | | | Miles. | | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | |
| 16012 | FLORIDA—Continued. | Florida Southern Rwy. | 49.49 | 6 | 654 94 | | 654 94 | 29 92 | | No pay fixed. |
| 16013 | Palatka to Gainesville. | Jacksonville, Pensacola and Mobile R. R. | 21.80 | 3 | 35,312 83 | | 35,312 83 | | | |
| | | | 677.36 | | | | | | | |
| | ALABAMA. | | | | | | | | | |
| 17001 | Montgomery to West Point. | Western R. R. Co. of Alabama | 88 | 14 | 14,598 56 | 4,400 00 | 18,998 56 | 185 87 | 50 00 | |
| 17002 | Montgomery to Selma. | Louisville and Nashville R. R. | 50.59 | 17 | 3,287 33 | | 3,287 33 | 64 98 | | |
| 17003 | Montgomery to Eufaula. | Montgomery and Eufaula R. R. | 80.73 | 7 | 6,419 84 | | 6,419 84 | 79 52 | | |
| 17004 | Montgomery to Decatur. | South and North Alabama R. R. | 163.31 | 14 | 11,786 83 | | 11,786 83 | 64 30 | | |
| 17005 | Memphis to Chattanooga. | Memphis and Charleston R. R. | 306.86 | 7.86 | 28,196 87 | | 28,196 87 | 100 04 | | |
| 17006 | Selma to Greensborough. | Selma and Greensborough R. R. | 56 | 6 | 2,537 82 | | 2,537 82 | 43 32 | | |
| 17007 | Opelika to Columbus. | Columbus and Western Rwy. | 22.62 | 7 | 2,228 60 | | 2,228 60 | 73 34 | | |
| 17008 | Columbus to Troy. | Mobile and Girard R. R. | 85.69 | 6 | 4,102 83 | | 4,102 83 | 47 88 | | |
| 17009 | Selma to Meridian. | Alabama Central R. R. | 114.15 | 7 | 6,441 48 | | 6,441 48 | 56 43 | | |
| 17010 | Selma to Cleveland. | East Tennessee, Virginia and Georgia R. R. | 156 } 80.38 } 28.17 } | 7 } | 19,040 26 } | | 19,040 26 } | 61 56 } | | |
| 17011 | Gainesville to Narketta, n. o. | Tram Road Transportation Co. | 22.06 | 6 | 943 06 | | 943 06 | 115 43 | | |
| 17012 | Mobile to Montgomery. | Louisville and Nashville R. R. | 67 | 14 | 25,124 24 | 8,983 50 | 34,107 74 | 45 79 | 50 00 | |
| 17013 | Mobile to New Orleans. | do | 112 67 | 14 | 21,444 87 | 7,085 00 | 28,529 87 | 127 91 | 50 00 | |
| 17014 | Opelika to Buffalo. | E. Alabama and Cincinnati R. R. | 141 70 | 6 | 965 72 | | 965 72 | 151 34 | 50 00 | |
| 17015 | Chattanooga to Meridian. | Alabama and Gt. Southern R. R. | 255.04 } | 7 } | 18,168 10 } | | 18,168 10 } | 75 24 } | | |
| 17016 | Opelika to Goodwater. | Columbus and Western Rwy. | 60.34 } | 6 } | 2,940 97 } | | 2,940 97 } | 48 74 } | | |
| 17017 | Selma to Pine Apple. | Louisville and Nashville R. R. | 51.06 } | 4 } | 1,746 25 } | | 1,746 25 } | 34 20 } | | |
| 17018 | Boyd's Switch to Mobile. | Belmont Coal and Railroad Co. | 7.11 | 12 | 182 87 | | 182 87 | 23 65 | | |
| 17019 | Cheshaw to Tuskegee. | Tuskegee R. R. | 6 | 13 | 256 50 | | 256 50 | 42 75 | | |
| 17020 | Atalla to Gadsden. | E. Alabama and Cincinnati R. R. | 6.13 | 14 | 262 65 | | 262 65 | 42 75 | | |
| 17021 | Eufaula to Clayton. | Vicksburgh and Brunswick R. R. | 21.51 | 6 | 919 55 | | 919 55 | 42 75 | | |
| 17022 | Selma to Marlins Station. | New Orleans and Selma R. R. | 20.55 | 3 | 615 06 | | 615 06 | 42 75 | | |
| 17023 | Birmingham to Pratt's Bluffs. | Pratt Coal and Coke Company | 0.00 | 6 | 260 34 | | 260 34 | 42 75 | | |

| 17024 17025 | Elmore to W. Memphis Tusculum to Florence | South and North Alabama R. R. Memphis and Charleston R. R. | 6.81 6.51 | 14 7 | 201 12 200 75 | 43 75 43 75 | 201 12 200 75 | 43 75 43 75 |
|---------------------|----------------------------------------------|---------------------------------------------------------------|--------------|---------|------------------|----------------|------------------|---------------------------|
| MISSISSIPPI. | | | | | | | | |
| 18001 | Canton to Cairo..... | Chicago, Saint Louis and New Orleans R. R. | 344.27 | 7.94 | 51,518 12 | 8,606 75 | 60,119 87 | 149 63 25 00 |
| 18002 | Memphis to Grenada..... | Mississippi and Tennessee R. R. | 102.34 | 6 | 6,825 05 | ..... | 6,825 05 | 66 09 |
| 18003 | Vicksburg to Meridian..... | Vicksburg and Meridian R. R. | 45.33 | 7 | 9,245 09 | ..... | 9,245 55 | 76 10 |
| 18004 | Mobile to Cairo..... | Mobile and Ohio R. R. | 485.89 | 7 | 29,424 95 | ..... | 29,424 95 | 60 88 |
| 18005 | Vacant..... | ..... | ..... | ..... | ..... | ..... | ..... | 62 25 |
| 18006 | Grand Gulf to Port Gibson..... | Grand Gulf and Port Gibson R. R. | 7.81 | 6 | 833 87 | ..... | 333 87 | 42 75 |
| 18007 | Muldon to Aberdeen..... | Mobile and Ohio R. R. | 9.50 | 14 | 406 12 | ..... | 406 12 | 42 75 |
| 18008 | Middleton Station to Ripley..... | Ship Island, Ripley and Kentucky R. R. | 25.09 | 7 | 1,072 59 | ..... | 1,072 59 | 42 75 |
| 18009 | Durant to Kosciusko..... | Chicago, Saint Louis and New Orleans R. R. | 21.70 | 6 | 927 67 | ..... | 927 67 | 42 75 |
| 18010 | Natchez to Saint Elmo..... | Natchez, Jackson and Columbia R. R. | 51.78 | 6 | 1,982 07 | ..... | 1,982 07 | 46 17 |
| 18011 | Greenville to Arcola..... | Georgia Pacific Rwy. | 22.38 | 6 | 956 74 | ..... | 956 74 | 42 75 |
| 18012 | Vicksburg to Port Gibson..... | Mississippi Valley and Ship Island R. R. | 31.08 | 3 | 342 00 | ..... | 342 00 | 17 10 |
| 18013 | Stoneville to Johnsonville..... | Georgia Pacific Rwy. | 20.43 | 3 | ..... | ..... | ..... | 11.08 miles no pay fixed. |
| 18014 | Artesia to Columbus..... | Mobile and Ohio R. R. | 14.11 | 14 | 711 84 | ..... | 711 84 | No pay fixed. |
| 18015 | Artesia to Starkville..... | do | 11.60 | 7 | 405 90 | ..... | 405 90 | 42 75 |
| TENNESSEE. | | | | | | | | |
| 19001 | Nashville to Lebanon..... | Nashville, Chattanooga and Saint Louis Rwy. | 31.12 | 9 | 1,516 78 | ..... | 1,516 78 | 48 74 |
| 19002 | Bristol to Chattanooga..... | East Tennessee, Virginia and Georgia R. R. | 242.10 | 9.7 | 39,537 35 | 6,052 50 | 45,589 85 | 103 31 25 00 |
| 19003 | Rogersville to Bull's Gap..... | Rogersville and Jefferson R. R. | 16.40 | 6 | 701 10 | ..... | 701 10 | 42 75 |
| 19004 | Nashville to Chattanooga..... | Nashville, Chattanooga and Saint Louis Rwy. | 151 | 16.18 | 25,046 37 | 1,987 50 | 26,933 87 | 165 87 12 50 |
| 19005 | Fayetteville to Decherd..... | do | 40.37 | 6 | 1,725 81 | ..... | 1,725 81 | 42 75 |
| 19006 | Nashville to Decatur..... | Louisville and Nashville R. R. | 122.33 | 14 | 13,906 16 | ..... | 13,906 16 | 112 86 |
| 19007 | Nashville to Hickman..... | Nashville, Chattanooga and Saint Louis Rwy. | 170.56 | 14 | 14,582 88 | ..... | 14,582 88 | 85 50 |
| 19008 | Knoxville to Careyville..... | East Tennessee, Virginia and Georgia R. R. | 38.94 | 6 | 1,664 68 | ..... | 1,664 68 | 42 75 |
| 19009 | Morristown to Warm Springs..... | do | 50.32 | 6 | 1,710 00 | ..... | 1,710 00 | 10.32 miles no pay fixed. |
| 19010 | Tracy City to Cowan..... | Tennessee Coal and Railroad Co. | 22.31 | 6 | 953 75 | ..... | 953 75 | 42 75 |
| 19011 | Memphis to Covington..... | Chattanooga, Ohio and Southwestern R. R. | 37.56 | 6 | 1,605 69 | ..... | 1,605 69 | 42 75 |
| 19012 | Victoria to Bridgeport..... | Nashville, Chattanooga and Saint Louis Rwy. | 19.62 | 6 | 838 75 | ..... | 838 75 | 42 75 |

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. Dollars. | Annual pay for office cars. Dollars. | Total annual pay. Dollars. | Cost per mile for transportation. Dollars. | Cost per mile for office cars. Dollars. | Remarks. |
|-----------------------------|-----------------------------------------|-------------------------------------------------|---------------------|-------------------------|--------------------------------------------|-----------------------------------------|-------------------------------|-----------------------------------------------|--------------------------------------------|----------------------------|
| TENNESSEE—Continued. | | | | | | | | | | |
| 19013 | Tullahoma to Rock Island. | Nashville, Chattanooga and Saint Louis Rwy. | 48.62 | 6 | 1,515 06 | ..... | 1,515 06 | 42 75 | ..... | 13.18 miles pay not fixed. |
| 19014 | Knoxville to Maryville. | Duck River Valley R. R. | 18.45 | 6 | 788 73 | ..... | 788 73 | 42 75 | ..... |  |
| 19015 | Columbia to Petersburg. | Nashville and Tennessee R. R. | 35.37 | 6 | 1,512 06 | ..... | 1,512 06 | 42 75 | ..... |  |
| 19016 | Dickson to Graham. | Nashville and Florence R. R. | 21 | 6 | 897 75 | ..... | 897 75 | 42 75 | ..... |  |
| 19017 | Columbia to Terry. | East Tennessee and Western North Carolina R. R. | 16.26 | 12 | 533 52 | ..... | 533 52 | 42 75 | ..... | No pay fixed. |
| 19018 | Johnson City to Hampton. | Memphis and Chattanooga R. R. | 15.20 | 6 | 584 39 | ..... | 584 39 | 42 75 | ..... |  |
| 19019 | Moscow to Somerville. | Nashville, Chattanooga and Saint Louis Rwy. | 13.67 | 6 | 357 81 | ..... | 357 81 | 42 75 | ..... | No pay fixed. |
| 19020 | Wartrace Depot to Shelbyville. | Tenn. and Sequatchie Valley R. R. | 8.37 | 18 | ..... | ..... | ..... | ..... | ..... |  |
| 19021 | Spring City to Jewett. | ..... | 12 | 6 | 109,878 64 | 7,940 00 | 117,818 64 | ..... | ..... |  |
| KENTUCKY. | | | | | | | | | | |
| 20001 | Ashland to Geigersville. | Ashland Coal and Iron Rwy. | 14.02 | 6 | 599 35 | ..... | 599 35 | 42 75 | ..... |  |
| 20002 | Corington to Lexington. | Kentucky Central R. R. | 94.98 | 18, 14 | 11,112 77 | ..... | 11,112 77 | 111 15 | ..... |  |
| 20003 | La Grange to Lexington. | Louisville and Nashville R. R. | 67.25 | 18 | 5,577 71 | ..... | 5,577 71 | 83 94 | ..... |  |
| 20004 | Cincinnati to Louisville. | do | 108.70 | 23, 59 | 30,848 40 | 6,522 00 | 37,370 40 | 280 44 | 60 00 | |
| 20005 | Louisville to Nashville. | do | 112.13 | 15, 44 | 46,561 26 | 8,920 80 | 55,482 06 | 251 37 | 60 00 | |
| 20006 | Bardstown Junction to Bardstown. | do | 73.10 | 6 | 768 64 | ..... | 768 64 | 42 75 | ..... |  |
| 20007 | Lebanon Junction to Livingston Station. | do | 17.98 | 6 | 7,465 27 | ..... | 7,465 27 | 60 69 | ..... |  |
| 20008 | Bowling Green to Memphis. | Chesapeake, Ohio and Southwestern R. R. | 283.20 | 13, 46 | 49,057 84 | 7,896 00 | 56,953 84 | 186 39 | 30 00 | 16.87 miles no pay fixed. |
| 20009 | Paducah to Dyerburg. | do | 91.34 | 6 | 3,183 59 | ..... | 3,183 59 | 42 75 | ..... |  |
| 20010 | Elizabethtown to Paducah. | Paducah and Elizabethtown R. R. | 186.85 | 7 | 15,177 82 | ..... | 15,177 82 | 81 23 | ..... |  |
| 20011 | Glasgow Junction to Glasgow. | Louisville and Nashville R. R. | 10.83 | 7 | 518 54 | ..... | 518 54 | 47 84 | ..... |  |
| 20012 | Anchorage to Shelbyville. | do | 19.19 | 12 | 836 87 | ..... | 836 87 | 43 01 | ..... |  |
| 20013 | Willard to Greencup. | Eastern Kentucky R. R. | 34.76 | 6 | 1,485 99 | ..... | 1,485 99 | 42 75 | ..... |  |
| 20014 | Owensborough to Fowler. | Owensborough & Nashville R. R. | 38.50 | 6 | 1,790 97 | ..... | 1,790 97 | 46 13 | ..... | 4 miles no pay fixed. |
| 20015 | Mayesville to Earth. | Kentucky Central R. R. | 50.73 | 9 | 8,253 31 | ..... | 8,253 31 | 84 13 | ..... |  |
| 20016 | Lexington to Mount Sterling. | Chesapeake and Ohio Rwy. | 34.19 | 12 | 2,221 06 | ..... | 2,221 06 | 64 98 | ..... |  |

| | Cincinnati Junction to Louisville and Nashville R. R. | 4 | 14 | 954 20 | 240 00 | 1,104 20 | 236 55 | 60 00 |
|-------|-------------------------------------------------------|----------|---------|------------|------------|-------------|----------|---------------|
| 20017 | Cincinnati Junction to Louisville and Nashville R. R. | | | | | | | |
| 20018 | Louisville to Cecilian | 46.76 | 6 | 4,476 78 | ..... | 4,476 78 | 95 76 | |
| 20019 | Johnson's Junction to Hillsborough .. | 17.08 | 8.1 | 730 17 | ..... | 730 17 | 42 75 | |
| 20020 | Cincinnati to Chattanooga | 337.50 | 8.01 | 45,306 00 | ..... | 45,306 00 | 134 24 | |
| 20021 | Harrisburgh to Harrisburgh Junction .. | 5.62 | 18 | 240 25 | ..... | 240 25 | 42 75 | |
| 20022 | Mountain Sterling to Cornwell | 19.68 | 6 | 841 32 | ..... | 841 32 | 42 75 | |
| 20023 | Louisville to Prospect, do | 11 | 6 | 470 25 | ..... | 470 25 | 42 75 | |
| 20024 | London to Greensburg | 23 | 6 | 1,368 00 | ..... | 1,368 00 | 42 75 | |
| 20025 | Henderson to Nashville | 145.92 | 10.10 | 10,106 41 | ..... | 10,106 41 | 69 26 | |
| 20026 | Sherbyville to Bloomfield | 25.97 | 12 | 689 55 | ..... | 689 55 | 42 75 | |
| 20027 | Ashland to Peach Orchard | 43.39 | 6 | 1,892 23 | ..... | 1,892 23 | 43 61 | No pay fixed. |
| 20028 | King's Mountain Station to Middlebury .. | 10.67 | 6 | ..... | ..... | ..... | ..... | No pay fixed. |
| 20029 | Mount Sterling to Geigersville | 76.50 | 6 | ..... | ..... | ..... | ..... | Do. |
| 20030 | Richmond Junction to Richmond | 34.48 | 6 | 1,474 02 | ..... | 1,474 02 | 42 75 | |
| | | 2,147.55 | | 249,009 17 | 23,578 80 | 272,587 97 | | |
| | OHIO. | | | | | | | |
| 21001 | Bellaire to Columbus | { 106.03 | 21 | 24,055 28 | { 4,241 20 | { 28,296 48 | { 191 94 | 40 00 |
| 21002 | Pittsburgh to Chicago | 33 | 20 | 166,932 02 | 13,592 00 | 180,524 02 | 356 54 | 35 00 |
| 21003 | Pittsburgh to Bellaire | 94.68 | 18 | 10,685 58 | ..... | 10,685 58 | 112 86 | |
| 21004 | Hudson to Columbus | 146.63 | 12 | 11,533 91 | ..... | 11,533 91 | 78 66 | |
| 21005 | Cleveland to Sharpsville | 84.50 | 21 | 9,031 36 | ..... | 9,031 36 | 106 88 | |
| 21006 | Cleveland to Wellsville | 101.90 | 24 | 15,333 91 | ..... | 15,333 91 | 150 48 | |
| 21007 | Elyria to Millbury | 74.86 | 16.5 | 54,276 49 | 15,743 80 | 70,020 29 | 725 04 | 210 31 |
| 21008 | Bayard to New Philadelphia | 32.39 | 6 | 1,856 62 | ..... | 1,856 62 | 57 29 | |
| 21009 | Cleveland to Sherrodsdale | 104.14 | 12 | 1,744 20 | ..... | 1,744 20 | 42 75 | |
| 21010 | Sandusky to Newark | { 88.88 | { 14.55 | 20,256 52 | { 3,555 20 | { 23,811 72 | { 201 78 | 40 00 |
| 21011 | Xenia to Dayton | 16.89 | 18 | 1,108 68 | ..... | 1,108 68 | 82 94 | |
| 21012 | Springfield to Sandusky | 131.35 | 18 | 9,771 12 | ..... | 9,771 12 | 74 39 | |
| 21013 | Columbus to Delaware | 25.70 | 13 | 2,922 60 | ..... | 2,922 60 | 113 72 | |
| 21014 | Columbus to Cincinnati | 120.16 | 20.45 | 35,885 74 | 12,010 00 | 47,871 74 | 298 40 | 100 00 |
| 21015 | Columbus to Indianapolis | 189.07 | 18.9 | 88,598 85 | 23,633 75 | 112,230 60 | 468 54 | 125 00 |
| 21016 | Galion to Indianapolis | 203.96 | 23 | 35,574 70 | 5,099 00 | 40,673 70 | 174 42 | 25 00 |
| 21017 | Blanchester to Hillsborough | 21 | 12 | 1,185 03 | | 1,185 03 | 56 43 | |
| 21018 | Piermouth to Hamden Junction | 56 | 13 | 4,070 08 | | 4,070 08 | 472 68 | |

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C.—Railroad service as in operation on the 30th of June, 1882—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. | Annual pay for office cars. | Total annual pay. | Cost per mile for transportation. | Cost per mile for office cars. | Remarks. |
|-----------------------------|---------------------------------------------|-------------------------------------------------|---------------------|-------------------------|--------------------------------|-----------------------------|----------------------|-----------------------------------|----------------------------------------|---------------------------|
| TENNESSEE—Continued. | | | | | | | | | | |
| 19013 | Tullahoma to Rock Island..... | Nashville, Chattanooga and Saint Louis Rwy. | 48.62 | 6 | Dollars. 1,515 06 | Dollars. 1,515 06 | Dollars. 1,515 06 | Dollars. 42 75 | Dollars. 13.18 miles pay not fixed. | |
| 19014 | Knoxville to Maryville..... | Knoxville and Augusta R. R. | 18.45 | 6 | 788 73 | 788 73 | 788 73 | 42 75 | | |
| 19015 | Columbia to Paducah..... | Deek River Valley R. R. | 35.37 | 6 | 1,512 06 | 1,512 06 | 1,512 06 | 42 75 | | |
| 19016 | Dickson to Graham..... | Nashville and Tusculum R. R. | 21 | 6 | 897 75 | 897 75 | 897 75 | 42 75 | | |
| 19017 | Columbia to Terry..... | Nashville and Florence R. R. | 16.26 | 12 | 533 52 | 533 52 | 533 52 | 42 75 | | |
| 19018 | Johnson City to Hampton..... | East Tennessee and Western North Carolina R. R. | 15.20 | 6 | | | | | | No pay fixed. |
| 19019 | Moscow to Somerville..... | Memphis and Charleston R. R. | 13.67 | 6 | 584 39 | 584 39 | 584 39 | 42 75 | | |
| 19020 | Wartrace Depot to Shelbyville..... | Nashville, Chattanooga and Saint Louis Rwy. | 8.37 | 18 | 357 81 | 357 81 | 357 81 | 42 75 | | |
| 19021 | Spring City to Jewett..... | Tenn. and Sequentchie Valley R. R. | 12 | 6 | | | | | | No pay fixed. |
| | | | 1,131.57 | | 108,878 64 | 7,940 00 | 117,818 64 | | | |
| KENTUCKY. | | | | | | | | | | |
| 20001 | Ashland to Geigersville..... | Ashland Coal and Iron Rwy. | 14.02 | 6 | 599 35 | 599 35 | 599 35 | 42 75 | | |
| 20002 | Covington to Lexington..... | Kentucky Central R. R. | 99.98 | 18.14 | 11,112 77 | 11,112 77 | 11,112 77 | 111 15 | | |
| 20003 | La Grange to Lexington..... | Louisville and Nashville R. R. | 67.25 | 18 | 5,577 71 | 5,577 71 | 5,577 71 | 82 94 | | |
| 20004 | Cincinnati to Louisville..... | do | 1.30 | 23.59 | 30,848 40 | 6,522 00 | 37,370 40 | 280 44 | 60 00 | |
| 20005 | Louisville to Nashville..... | do | 112.13 | 15.44 | 46,561 26 | 8,920 80 | 55,482 06 | 251 37 | 30 00 | |
| 20006 | Barlow Junction to Bardonia..... | do | 73.10 | 6 | 708 64 | 708 64 | 708 64 | 42 75 | | |
| 20007 | Lebanon Junction to Livingston Station..... | do | 17.98 | 6 | 7,465 27 | 7,465 27 | 7,465 27 | 66 69 | | |
| 20008 | Bowling Green to Memphis..... | do | 263.20 | 13.46 | 48,057 84 | 7,896 00 | 56,053 84 | 186 39 | 30 00 | 16.87 miles no pay fixed. |
| 20009 | Paducah to Dyersburg..... | Chesapeake, Ohio and Southwestern R. R. | 91.34 | 6 | 3,183 59 | 3,183 59 | 3,183 59 | 42 75 | | |
| 20010 | Elizabethtown to Paducah..... | Paducah and Elizabethtown R. R. | 186.85 | 7 | 15,177 82 | 15,177 82 | 15,177 82 | 81 23 | | |
| 20011 | Glasgow Junction to Glasgow..... | Louisville and Nashville R. R. | 10.63 | 7 | 518 54 | 518 54 | 518 54 | 47 88 | | |
| 20012 | Anchorage to Shelbyville..... | do | 19.19 | 12 | 836 87 | 836 87 | 836 87 | 43 61 | | |
| 20013 | Willard to Greenup..... | Eastern Kentucky R. R. | 34.76 | 6 | 1,485 99 | 1,485 99 | 1,485 99 | 42 75 | | |
| 20014 | Owensboro to Boyle..... | Owensboro and Nashville R. R. | 60.73 | 6 | 1,790 97 | 1,790 97 | 1,790 97 | 60 45 | | 4 miles no pay fixed. |
| 20015 | Mayesville to Paris..... | Kentucky Central R. R. | 60.73 | 9 | 3,253 31 | 3,253 31 | 3,253 31 | 64 94 | | |
| 20016 | Lexington to Mount Sterling..... | Chesapeake and Ohio Rwy. | 34.10 | 12 | 2,221 66 | 2,221 66 | 2,221 66 | 64 94 | | |

| | | | 4 | 14 | 034 20 | 210 00 | 1, 194 20 | 238 55 | 60 00 |
|---------------------------------------------------------------------|--------------------------------------------------------|-----------|-------|-------------|------------|-------------|------------|--------|-------|
| 20017 Cincinnati Junction to Louisville and Nashville Junction..... | Louisville and Nashville R. R. .. | 40 76 | 6 | 4, 470 78 | ..... | ..... | 4, 470 78 | 95 76 | ..... |
| 20018 Louisville to Chattanooga..... | Chesapeake, Ohio and Southwestern R. R. | 17 08 | 8 1 | 730 17 | ..... | ..... | 730 17 | 42 75 | ..... |
| 20019 Johnson's Junction to Hillsborough..... | Cincinnati and Southeastern Rwy | 337 50 | 8 01 | 45, 300 00 | ..... | ..... | 45, 300 00 | 134 24 | ..... |
| 20020 Cincinnati to Chattanooga..... | Cincinnati, New Orleans and Texas Pacific Rwy. | 5 62 | 18 | 240 25 | ..... | ..... | 240 25 | 42 75 | ..... |
| 20021 Harrodsburgh to Harrodsburgh Junction..... | Southwestern R. R. | 19 68 | 6 | 841 32 | ..... | ..... | 841 32 | 42 75 | ..... |
| 20022 Mount Sterling to Cornwell..... | Coal Road Construction Company | 11 | 6 | 470 25 | ..... | ..... | 470 25 | 42 75 | ..... |
| 20023 Louisville to Prospect, n. o..... | Louisville and Nashville R. R. | 32 | 6 | 1, 368 00 | ..... | ..... | 1, 368 00 | 42 75 | ..... |
| 20024 Lebanon to Greensburgh..... | do | 145 92 | 10 10 | 10, 106 41 | ..... | ..... | 10, 106 41 | 69 26 | ..... |
| 20025 Henderson to Nashville..... | do | 25 97 | 12 | 689 55 | ..... | ..... | 689 55 | 42 75 | ..... |
| 20026 Salsleyville to Bicomsfield..... | do | 43 39 | 6 | 1, 892 23 | ..... | ..... | 1, 892 23 | 43 61 | ..... |
| 20027 Ashland to Peach Orchard..... | Chattahoo Rwy..... | 10 67 | 6 | ..... | ..... | ..... | ..... | ..... | ..... |
| 20028 King's Mountain Station to Middleburgh..... | Cincinnati, Green River and Nashville R. R. | 76 50 | 6 | ..... | ..... | ..... | ..... | ..... | ..... |
| 20029 Mount Sterling to Geigersville..... | Chesapeake and Ohio Rwy..... | 34 48 | 6 | 1, 474 02 | ..... | ..... | 1, 474 02 | 42 75 | ..... |
| 20030 Richmond Junction to Richmond..... | Louisville and Nashville R. R. | 2, 147 55 | 6 | 249, 009 17 | 23, 578 80 | 272, 587 97 | ..... | ..... | ..... |
| OHIO. | | | | | | | | | |
| 21001 Bellaire to Columbus..... | Central Ohio R. R. | 106 03 | 21 | 24, 055 28 | 4, 241 20 | 28, 296 48 | 191 94 | 40 00 | ..... |
| 21002 Pittsburgh to Chicago..... | Pennsylvania Company..... | 468 20 | 33 85 | 166, 932 02 | 13, 592 00 | 180, 524 02 | 356 54 | 35 00 | ..... |
| 21003 Pittsburgh to Bellaire..... | do | 94 68 | 18 | 10, 685 58 | ..... | 10, 685 58 | 112 86 | ..... | ..... |
| 21004 Hudson to Columbus..... | Cleveland, Mount Vernon and Delaware R. R. | 146 63 | 12 | 11, 533 91 | ..... | 11, 533 91 | 78 66 | ..... | ..... |
| 21005 Cleveland to Sharpsville..... | New York, Pennsylvania and Ohio R. R. | 84 50 | 21 | 9, 031 36 | ..... | 9, 031 36 | 106 88 | ..... | ..... |
| 21006 Cleveland to Wellsville..... | Pennsylvania Company..... | 101 90 | 24 | 15, 333 91 | ..... | 15, 333 91 | 150 48 | ..... | ..... |
| 21007 Elyria to Millbury..... | Lake Shore and Michigan Southern R. R. | 74 86 | 16 5 | 54, 276 49 | 15, 743 60 | 70, 020 29 | 725 04 | 210 31 | ..... |
| 21008 Bayard to New Philadelphia..... | Pennsylvania Company..... | 32 39 | 6 | 1, 856 62 | ..... | 1, 856 62 | 57 29 | ..... | ..... |
| 21009 Cleveland to Sherrodsville..... | Conotton Valley R. R. | 108 14 | 12 | 1, 744 20 | ..... | 1, 744 20 | 42 75 | ..... | ..... |
| 21010 Sandusky to Newark..... | Baltimore and Ohio R. R. | 88 88 | 14 55 | 20, 256 52 | 3, 555 20 | 23, 811 72 | 201 78 | 40 00 | ..... |
| 21011 Xenia to Dayton..... | Pittsburgh, Cincinnati and Saint Louis R. R. | 28 | 18 | 1, 198 68 | ..... | 1, 198 68 | 70 97 | ..... | ..... |
| 21012 Springfield to Sandusky..... | Indiana, Bloomington and Western Rwy. | 131 35 | 18 | 9, 771 12 | ..... | 9, 771 12 | 74 39 | ..... | ..... |
| 21013 Columbus to Delaware..... | Cleveland, Columbus, Cincinnati and Indianapolis R. R. | 25 70 | 13 | 2, 922 60 | ..... | 2, 922 60 | 113 72 | ..... | ..... |
| 21014 Columbus to Cincinnati..... | Pittsburgh, Cincinnati and Saint Louis Rwy. | 120 16 | 20 45 | 85, 855 74 | 12, 016 00 | 47, 871 74 | 298 40 | 100 00 | ..... |
| 21015 Columbus to Indianapolis..... | do | 189 07 | 18 9 | 88, 586 85 | 23, 633 75 | 112, 220 60 | 468 54 | 125 00 | ..... |
| 21016 Gallon to Indianapolis..... | Cleveland, Columbus, Cincinnati and Indianapolis R. R. | 203 96 | 23 | 35, 574 70 | 5, 099 00 | 40, 673 70 | 174 42 | 25 00 | ..... |
| 21017 Blanchester to Hillsborough..... | Marietta and Cincinnati R. R. | 21 | 12 | 1, 185 03 | ..... | 1, 185 03 | 56 43 | ..... | ..... |
| 21018 Portsmouth to Hamden Junction..... | do | 56 | 13 | 4, 070 08 | ..... | 4, 070 08 | 72 68 | ..... | ..... |

9.84 miles no pay fixed.

No pay fixed.

Do.

C.—Railroad service as in operation on the 30th of June, 1892.—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. | Annual pay for office cars. | Total annual pay. | Cost per mile for transportation. | Cost per mile for office cars. | Remarks. | |
|------------------|---------------------------|-----------------------------------------------|---------------------|-------------------------|--------------------------------|-----------------------------|-------------------|-----------------------------------|--------------------------------|----------|--|
| | | | | | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| OHIO—Continued. | | | | | | | | | | | |
| 21019 | Toledo to Quincy | Wabash, St. Louis & Pacific Rwy | 352.14 | 15.65 6 12 | 90,883 90 | 23,877 60 | 114,761 50 | 191 52 | 40 00 | | |
| 21020 | Sandusky to Bloomington | Lake Erie and Western Rwy. | 122.40 | | 23,509 15 | | 23,509 15 | 61 56 | | 50 00 | |
| 21021 | Cary to Findlay | Indiana, Bloomington and Western Rwy. | 381.89 | | 23,684 00 | | 684 00 | 42 75 | | | |
| 21022 | Dayton to Union City | Dayton and Union R. R. | 47.48 | 12 | 2,232 98 | | 2,232 98 | 47 03 | | | |
| 21023 | Dayton to Toledo | Cincinnati, Hamilton and Dayton R. R. | 142 95 | 20.04 | 18,700 71 | | 18,700 71 | 130 82 | | | |
| 21024 | Hamilton to Indianapolis | Cincinnati, Hamilton and Indianapolis R. R. | 100.68 | 12 | 6,714 34 | | 6,714 34 | 66 69 | | | |
| 21025 | Hamilton to Richmond | Cincinnati, Richmond and Chicago R. R. | 46.04 | 19 | 3,818 55 | | 3,818 55 | 82 94 | | | |
| 21026 | Cincinnati to Dayton | Cincinnati, Hamilton and Dayton R. R. | 60.41 | 23.45 | 7,945 72 | | 7,945 72 | 131 53 | | | |
| 21027 | Xenia to Springfield | Pittsburgh, Cincinnati and Saint Louis Rwy. | 20.05 | 12 | 857 13 | | 857 13 | 42 75 | | | |
| 21028 | Cincinnati to Parkersburg | Marietta and Cincinnati R. R. | 195.15 | 18.87 | 48,387 44 | 7,806 00 | 56,193 44 | 247 95 | 40 00 | | |
| 21029 | Morrow to Dresden | Pittsburgh, Cincinnati and Saint Louis Rwy. | 148.73 | 18 | 10,555 36 | | 10,555 36 | 70 97 | | | |
| 21030 | Dayton to Richmond | do | 42.16 | 12 | 2,271 15 | | 2,271 15 | 53 87 | | | |
| 21031 | Harrison to Hagerstown | White Water R. R. | 63.16 | 6 | 3,888 12 | | 3,888 12 | 61 56 | | | |
| 21032 | Columbus to Pittsburgh | Pittsburgh, Cincinnati and Saint Louis Rwy. | 193.86 | 21.49 | 123,649 73 | 43,618 50 | 167,268 23 | 637 83 | 225 00 | | |
| 21033 | Springfield to Columbus | Indiana, Bloomington and Western Rwy. | 45.86 | 18 | 3,607 34 | | 3,607 34 | 78 66 | | | |
| 21034 | Salamanca to Dayton | New York, Pennsylvania and Ohio R. R. | 389.31 | 20.42 | 36,283 69 | | 36,283 69 | 93 20 | | | |
| 21035 | Youngstown to Cross Cut | Pennsylvania Company | 18.82 | 12 | 997 64 | | 997 64 | 53 01 | | | |
| 21036 | Columbus to Athens | Columbus, Hocking Valley and Toledo R. R. | 77.47 | 12 | 5,563 89 | | 5,563 89 | 71 82 | | | |
| 21037 | Niles to New Lisbon | New York, Pennsylvania and Ohio R. R. | 34.08 | 9 | 1,578 47 | | 1,578 47 | 46 17 | | | |
| 21038 | Newark to Shawnee | Baltimore and Ohio R. R. | 43.69 | 12 | 2,054 74 | | 2,054 74 | 47 03 | | | |
| 21039 | Vacant | | | | | | | | | | |
| 21040 | Marietta to Canal Dover | Cleveland and Marietta R. R. | 98.22 | 6 | 4,870 72 | | 4,870 72 | 49 59 | | | |

| | | | | | | | | |
|-------|-------------------------------------------------------------------------|--------------------------------------------------------|--------|-------|-----------|--------|--|---------------------------------------------------|
| 21041 | Toronto to Bridgeport | Cleveland, Lucas, Valley and Wooding R. R. | 154.43 | 12 | 10,294.74 | 64.98 | | |
| 21042 | Cleveland to Cincinnati | Cleveland, Columbus, Cincinnati and Indianapolis Rwy. | 164.34 | 25 | 54,734.60 | 50.00 | | |
| 21043 | Manfield to Toledo | Pennsylvania Company | 89 | 12 | 5,416.04 | 75.00 | | |
| 21044 | Manfield to Youngstown | Lake Shore and Michigan Southern Rwy. | 67.98 | 12 | 2,732.84 | 43.75 | | |
| 21045 | Toledo to Elkhart | Painesville and Youngstown Rwy. | 134.35 | 13 | 63,874.85 | 401.00 | | |
| 21046 | Painesville to Youngstown | Baltimore and Ohio R. R. | 61.69 | 6 | 2,637.24 | 42.75 | | Distance on extension to Seneca-ville not stated. |
| 21047 | Chicago, Ohio, to Chicago, Ill. | Eastern Ohio R. R. | 271.03 | 12.50 | 48,603.43 | 179.55 | | |
| 21048 | Sandusville to Cumberland | | 8.89 | 12 | 371.49 | 42.75 | | |
| 21049 | Marion to Parkersburg | Marion & Parkersburg R. R. | 15.08 | 20 | 1,057.25 | 70.11 | | |
| 21050 | Deebley to McComb | McComb, Deebley & Toledo R. R. | 10.28 | 11.1 | 439.47 | 42.75 | | 30.61 miles pay not fixed. |
| 21051 | Columbus to Coal Grove | Scioto Valley Rwy. | 132 | 12 | 8,668.84 | 85.50 | | 19.66 miles pay not fixed. |
| 21052 | Cincinnati to Wilson | Cincinnati and Eastern Rwy. | 67.41 | 12 | 3,102.80 | 64.98 | | 4.70 miles pay not fixed. |
| 21053 | Columbus to Toledo | Columbus, Hocking Valley and Toledo Rwy. | 125.38 | 12 | 8,147.19 | 64.98 | | |
| 21054 | Dayton to Wellston | Toledo, Delphos & Burlington R. R. | 117.34 | 10.08 | 5,618.23 | 47.88 | | |
| 21055 | Toledo to Bush's, n. o. | Ohio Central R. R. | 146.85 | 6 | 6,780.06 | 46.17 | | |
| 21056 | Saint Clairsville to Shields | Saint Clairsville Rwy. | 7.39 | 18 | 315.92 | 42.75 | | |
| 21057 | Jeffersonville to Clayville Junction | Columbus, Washington and Cincinnati Rwy. | 28 | 6 | 996.07 | 42.75 | | |
| 21058 | Jackson to Springfield | Ohio Southern R. R. | 109.98 | 6 | 4,701.64 | 42.75 | | |
| 21059 | Junction with Cincinnati, Hamilton and Dayton Railroad to Mount Healthy | College Hill R. R. | 7.08 | 12 | 302.67 | 42.75 | | |
| 21060 | Columbia to Hamersville | Cincinnati and Portsmouth R. R. | 35 | 9 | 2,034.90 | 58.14 | | 23.90 miles pay not fixed. |
| 21061 | Toledo to Dods | Toledo, Delphos and Burlington R. R. | 192.55 | 12 | 7,354.82 | 43.61 | | |
| 21062 | Andover to Youngsville | Lake Shore and Michigan Southern Rwy. | 38.89 | 12 | 2,826.52 | 72.68 | | |
| 21063 | Bellaire to Woodfield | Bellaire and Southwestern Rwy. | 43 | 6 | 1,838.25 | 42.75 | | |
| 21064 | Vacant | Toledo, Delphos & Burlington R. R. | 108.32 | 6 | 4,630.67 | 42.75 | | |
| 21065 | Delphos to Kokomo | Columbus and Mayersville Rwy. | 19.59 | 6 | 837.47 | 42.75 | | |
| 21066 | Hillsborough to Sardis | Alliance to Palmyra Station | 25.17 | 12 | 1,076.01 | 42.75 | | |
| 21067 | Columbus to Corning | Ohio Central R. R. | 65.82 | 8.61 | 3,601.67 | 54.72 | | |
| 21068 | Cleveland to Euclid | Cleveland, Painesville, and Ash-Tabula R. R. | 11 | 12 | 470.25 | 42.75 | | |
| 21069 | | | | | | | | |
| 21070 | Tontogany to Bowling Green | Bowling Green R. R. | 6.37 | 9 | 272.31 | 42.75 | | |
| 21071 | Valley Junction to Harrison | Cincinnati, Indianapolis, Saint Louis and Chicago Rwy. | 7.40 | 12 | 518.81 | 70.11 | | |
| 21072 | Edison to Mount Gilead | Cleveland, Columbus, Cincinnati and Indianapolis Rwy. | 2.35 | 12 | 100.46 | 42.75 | | |
| 21073 | Cleveland to Canton | Valley Rwy. | 60.39 | 12 | 3,872.81 | 64.13 | | |
| 21074 | Logan to Pomeroy | Columbus, Hocking Valley and Toledo Rwy. | 83.78 | 6 | 6,089.12 | 72.68 | | |
| 21075 | Paulding to Shane's Crossing | Cincinnati, Van Wert and Michigan R. R. | 31.48 | 6 | 571.99 | 42.75 | | 18.10 miles no pay fixed. |

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. | Number of trips a week. | Annual pay for transportation. | Annual pay for office care. | Total annual pay. | Cost per mile for transportation. | Cost per mile for office care. | Remarks. |
|------------------|------------------------------------------------|--------------------------------------------------------|-----------|-------------------------|--------------------------------|-----------------------------|-------------------|-----------------------------------|--------------------------------|---------------|
| | | | Miles. | | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | |
| OHIO—Continued. | | | | | | | | | | |
| 21076 | Vacant. | Columbus, Hocking Valley and Toledo Rwy. | 36.68 | 6 | | | | | | No pay fixed. |
| 21077 | Nelsonville to New Strathtville | Cincinnati Northern Rwy. | 36.20 | 6 | | | | | | Do. |
| 21078 | Cincinnati to Dodds | Chagrin Falls and Southern R. R. | 5.86 | 6 | | | | | | Do. |
| 21079 | Solon to Chagrin Falls | Wheeling and Lake Erie R. R. | 87.04 | 6 | | | | | | Do. |
| 21080 | Huron to Massillon | Cleveland, Delphos and Saint Louis R. R. | 29.09 | 6 | | | | | | Do. |
| 21081 | Delphos to Bluffton | Lake Erie and Western Rwy. | 10.87 | 6 | 464 69 | | 464 69 | 42 75 | | |
| 21082 | Saint Mary's to Minster | Pittsburgh, Cincinnati and Saint Louis Rwy. | 8.20 | 15 | 399 66 | | 399 66 | 48 74 | | |
| 21083 | Means to Cadiz | Columbus, Hocking Valley and Toledo Rwy. | 13.32 | 12 | 569 43 | | 569 43 | 42 75 | | |
| 21084 | Logan to New Strathtville | Cincinnati and Eastern Rwy. | 14.66 | 6 | 626 71 | | 626 71 | 42 75 | | |
| 21085 | New Richmond Junction, n. o., to New Richmond. | | 7,532 17 | | 1,150,932 94 | 203,767 75 | 1,354,700 69 | | | |
| INDIANA. | | | | | | | | | | |
| 22001 | Indianapolis to Vincennes | Pennsylvania Company. | 118 | 8 67 | 7,465 86 | | 7,465 86 | 63 27 | | |
| 22002 | Indianapolis to Terre Haute | Terre Haute & Indianapolis R. R. | 74.39 | 23 | 35,045 87 | 9,298 75 | 44,344 62 | 444 60 | 125 00 | |
| 22003 | Indianapolis to Cincinnati | Cincinnati, Indianapolis, Saint Louis and Chicago Rwy. | 111.50 | 19 | 26,758 99 | 10,035 00 | 36,793 99 | 240 26 | 90 00 | |
| 22004 | Indianapolis to Michigan City | Indianapolis, Peru & Chicago Rwy. | 161.17 | 25 | 12,677 63 | | 12,677 63 | 78 66 | | |
| 22005 | Indianapolis to La Fayette | Cincinnati, Indianapolis, Saint Louis and Chicago Rwy. | 64.90 | 25 | 17,368 53 | 4,218 50 | 21,587 03 | 267 62 | 65 00 | |
| 22006 | Columbus to Madison | Pennsylvania Company. | 45.90 | 12 | 2,747 11 | | 2,747 11 | 59 85 | | |
| 22007 | New Albany to Indianapolis | do | 114.77 | 21 14 | 17,869 35 | | 17,869 35 | 155 61 | | |
| 22008 | Louisville Junction to Michigan City | Louisville, New Albany and Chicago Rwy. | 286.66 | 8 07 | 17,556 29 | | 17,556 29 | 60 61 | | |
| 22009 | Richmond to Chicago | Pittsburgh, Cincinnati and Saint Louis Rwy. | 224.12 | 10 35 | 15,329 50 | | 15,329 50 | 68 40 | | |
| 22010 | Cincinnati to East Saint Louis | Ohio and Mississippi Rwy. | 338.60 | 18 54 | 60,316 62 | 23,702 00 | 83,018 62 | 177 84 | 70 00 | |
| 22011 | Cambridge to Columbus | Pennsylvania Company. | 65.01 | 12 | 2,747 11 | | 2,747 11 | 42 76 | | |
| 22012 | Evansville to Terre Haute | Evansville & Terre Haute R. R. | 110.00 | 13 | 13,126 04 | | 13,126 04 | 118 85 | | |
| 22013 | Terre Haute to Rockville | Terre Haute & Indianapolis R. R. | 23.60 | 6 | 1,136 83 | | 1,136 83 | 47 03 | | |

| | | 61.10 | 6.25 | 4,200 00 | 4,200 00 | 70 11 | No pay fixed. |
|-------|-------------------------------------------------|--------|-------|-----------|-----------|--------|---------------|
| 22014 | State Line, n. o., to Logansport | | | | | | |
| 22015 | North Vernon to Rushville | 45.30 | 0 | | 1,639 40 | 42 75 | |
| 22016 | Fairland to Martinsville | 38.35 | 6 | 1,639 40 | 5,878 98 | 51 80 | |
| 22017 | Bradford to Logansport | 114.00 | 10.89 | 5,878 98 | | | |
| 22018 | Indianapolis to Peoria | 213.02 | 14.2 | 24,224 63 | 24,224 63 | 113 72 | |
| 22019 | Louisville to North Vernon | 53.73 | 23 | 3,675 13 | 3,675 13 | 68 40 | |
| 22020 | Fort Wayne to Consersville | 109.89 | 6 | 6,107 68 | 6,107 68 | 55 58 | |
| 22021 | Richmond to Fort Wayne | 92.71 | 11.48 | 5,707 22 | 5,707 22 | 61 56 | |
| 22022 | Anderson to Goshen | 113.29 | 6 | 5,715 48 | 5,715 48 | 50 45 | |
| 22023 | Oakland City to Mount Vernon | 88.56 | 6 | 1,757 88 | 1,757 88 | 42 75 | |
| 22024 | Terre Haute to Danville | 54.42 | 13 | 3,811 17 | 3,811 17 | 67 55 | |
| 22025 | Indianapolis to Terre Haute | 72.45 | 18 | 6,813 92 | 8,625 17 | 94 05 | |
| 22026 | Vacant. | | | 1,811 25 | | 25 00 | |
| 22027 | Detroit to Logansport | 214.65 | 6 | 5,308 93 | 5,308 93 | 56 43 | |
| 22028 | Rockville to Logansport | 95.03 | 6 | 4,875 03 | 4,875 03 | 51 30 | |
| 22029 | La Fayette to Kankakee | 72.75 | 13 | 18,411 57 | 23,140 32 | 253 08 | |
| 22030 | Terre Haute to Worthington | 40.63 | 6 | 1,771 87 | 1,771 87 | 43 61 | |
| 22031 | Attica to Yello | 21.32 | 6 | 911 42 | 911 42 | 42 75 | |
| 22032 | Evansville to Jasper | 55.63 | 12 | 2,758 69 | 2,758 69 | 49 59 | |
| 22033 | Frankfort to Kokomo | 27.85 | 6 | 1,190 58 | 1,190 58 | 42 75 | |
| 22034 | Rockport to Rockport Junction, n. o. | 16.20 | 6 | 692 55 | 692 55 | 42 75 | |
| 22035 | Vacant. | | | | | | |
| 22036 | Swift's City to Bedford | 41.29 | 6 | 1,765 14 | 1,765 14 | 42 75 | |
| 22037 | Anderson to Noblesville | 19.04 | 6 | 813 96 | 813 96 | 42 75 | |
| 22038 | Delphi to Chicago | 111.61 | 6 | 1,710 42 | 1,710 42 | 42 75 | |
| 22039 | Fort Branch to Cynthiana | 14.70 | 6 | 628 42 | 628 42 | 42 75 | |
| 22040 | Covington to Snoddy's Mills | 9.37 | 6 | 400 56 | 400 56 | 42 75 | |
| 22041 | Stewartsville to New Harmony | 6.78 | 6 | | | | |
| 22042 | New Castle to Rushville | 24.84 | 6 | | | | |
| 22043 | Terre Haute to East Saint Louis | 189.99 | 6 | 15,594 37 | 20,344 12 | 82 18 | |
| 22044 | do | 166.69 | 17.6 | 74,110 37 | 94,946 62 | 444 60 | |
| 22045 | Lawrenceburgh Junction, n. o., to Lawrenceburgh | 2.46 | 26 | 128 31 | 128 31 | 52 16 | |

71.60 miles pay not fixed.

No pay fixed.
Do.

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. | Number of trips a week. | Annual pay for transportation. | Annual pay for office cars. | Total annual pay. | Cost per mile for transportation. | Cost per mile for office cars. | Remarks. |
|--------------------|------------------------------------------|-----------------------------------------------|-----------|-------------------------|--------------------------------|-----------------------------|-------------------|-----------------------------------|--------------------------------|----------------|
| | | | Miles. | | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | |
| INDIANA—Continued. | | | | | | | | | | |
| 22046 | Frankfort to Veedsburgh..... | Toledo, Cincinnati and Saint Louis R. R. | 43.15 | 6 | | | | | | No pay fixed. |
| 22047 | Indianapolis to Springfield..... | Indiana, Bloomington and Western Rwy. | 140.05 | 6 | | | | | | Do. |
| | | | 4,176.77 | | 430,808.15 | 79,380.25 | 510,188.40 | | | |
| ILLINOIS. | | | | | | | | | | |
| 23001 | Chicago to Milwaukee..... | Chicago and Northwestern Rwy. | 85.37 | 26 | 15,763.13 | 3,750.28 | 19,522.41 | 184.68 | 44.00 | |
| 23002 | Chicago to Freeport..... | do. | 121.20 | 6 | 18,648.52 | 2,668.38 | 21,324.90 | 153.90 | 22.00 | |
| 23003 | Chicago to Union Pacific Transfer, n. o. | do. | 219.00 | 8.6 | 157,958.29 | 19,502.10 | 177,460.39 | 261.47 | 61.87 | |
| 23004 | Elgin to Geneva..... | do. | 272.18 | 6 | 1,866.03 | | 1,866.03 | 280.24 | 21.87 | |
| 23005 | Sterling to East Saint Louis..... | Chicago, Burlington & Quincy R. R. | 43.65 | 6 | 26,260.67 | | 26,260.67 | 42.75 | | |
| 23006 | Danville to West Liberty..... | Danville, Olney and Ohio Riv. R. R. | 301.12 | 6 | | | | 87.21 | | |
| 23007 | Chicago to Burlington..... | Chicago, Burlington & Quincy R. R. | 101.11 | 25.3 | 73,100.30 | 17,606.81 | 90,707.11 | 351.41 | 105.00 | Pay not fixed. |
| 23008 | Rushville to Yates City..... | do. | 38.61 | 0 | 4,347.41 | | 4,347.41 | 63.27 | 80.00 | |
| 23009 | Peoria to Galesburgh..... | do. | 63.82 | 6 | 9,031.17 | | 9,031.17 | 105.17 | | |
| 23010 | Galesburgh to Quincy..... | do. | 28.28 | 6 | 19,800.06 | 5,078.50 | 24,878.56 | 194.94 | 50.00 | |
| 23011 | Burlington to Quincy..... | do. | 101.57 | 12 | 3,589.70 | | 3,589.70 | 48.74 | | |
| 23012 | Streator to Aurora..... | do. | 73.65 | 6 | 4,071.54 | | 4,071.54 | 65.84 | | |
| 23013 | Mendota to Clinton..... | do. | 61.84 | 6 | 2,860.37 | | 2,860.37 | 43.61 | | |
| 23014 | Rock Falls to Shabbona..... | do. | 65.59 | 6 | 2,028.91 | | 2,028.91 | 42.75 | | |
| 23015 | Chicago to Davenport..... | Chicago, Rk. Island & Pacific R. R. | 47.46 | 6 | 56,024.05 | 11,889.80 | 67,913.85 | 317.21 | 65.00 | |
| 23016 | Bureau Junction to Peoria..... | do. | 182.92 | 18.28 | 4,314.66 | | 4,314.66 | 91.49 | | |
| 23017 | Chicago to East Saint Louis..... | Chicago and Alton R. R. | 47.16 | 6 | 56,732.41 | 14,058.50 | 70,782.91 | 291.78 | 50.00 | |
| 23018 | Bloomington to East Saint Louis..... | do. | 281.13 | 17.7 | 18,057.22 | | 18,057.22 | 100.04 | | |
| 23019 | Washington to Dwight..... | do. | 140.50 | 15.4 | 2,997.20 | | 2,997.20 | 42.75 | | |
| | | | 70.11 | 6 | | | | | | |
| 23020 | Chicago to Cairo..... | Illinois Central R. R. | 55.87 | 18.17 | 54,178.27 | 17,604.80 | 71,783.07 | 149.12 | 115.00 | |
| | | | 143.34 | | | | | | | |
| | | | 164.11 | | | | | | | |
| 23021 | Dubuque to Centralia..... | do. | 265.62 | 6 | 34,172.60 | 3,540.35 | 37,718.95 | 98.50 | 50.00 | |
| | | | 68.40 | | | | | | | |
| 23022 | Joliet to Lake Station..... | Michigan Central R. R. | 12.51 | 6 | 1,951.53 | | 1,951.53 | 42.75 | 25.00 | |
| | | | 45.85 | | | | | | | |

| No. | Route | Miles | Pay not fixed on |
|-------|--------------------------------------|--------|------------------|
| | | | 27.65 miles. |
| 22025 | Devault to East Saint Louis | 12.57 | 4,902.80 |
| 22026 | Peoria to Evansville | 12.57 | 14,944.22 |
| 22027 | Hannibal to Hannibal | 40.00 | 5,001.88 |
| 22028 | Edgingham to Swift's City | 91.00 | 3,800.25 |
| 22029 | State Line, n. o., to Warsaw | 230.21 | 19,289.20 |
| 22030 | Discontinued. Now Indiana route | | |
| 22031 | Urban to Havana | 103.14 | 6,172.92 |
| 22032 | East Saint Louis to El Dorado | 121.52 | 12,780.25 |
| 22033 | Discontinued. Now Indiana route | | |
| 22034 | Saint Louis to Evansville | 160.10 | 13,658.55 |
| 22035 | Beardstown to Shawneetown | 229.06 | 12,534.16 |
| 22036 | Springfield to Gilman | 112.57 | 4,812.36 |
| 22037 | Chicago to Milwaukee | 96.80 | 31,912.92 |
| 22038 | Arroyo to Foreston | 82.47 | 11,775.89 |
| 22039 | Vincennes to Cairo | 160 | 10,670.40 |
| 22040 | Peoria to Jacksonville | 84.24 | 4,970.16 |
| 22041 | Cardendale to Grand Tower | 25.32 | 1,082.43 |
| 22042 | Peoria to Rock Island | 91.68 | 6,114.13 |
| 22043 | Quincy to Hannibal | 19.69 | 1,548.81 |
| 22044 | Chicago to Danville | 123.48 | 9,334.46 |
| 22045 | Streator to Alton | 156.81 | 9,251.79 |
| 22046 | Discontinued. | | |
| 22047 | Cardendale to Marion | 18.36 | 784.89 |
| 22048 | Jacksonville to Litchfield | 55 | 2,445.30 |
| 22049 | Chester to Tamaroa | 42.31 | 2,459.90 |
| 22050 | Terre Haute to Peoria | 177.91 | 9,126.78 |
| 22051 | Springfield to Havana | 47.48 | 2,070.60 |
| 22052 | Vincennes to Danville | 114.91 | 5,305.39 |
| 22053 | Joliet to Pekin | 116.14 | 5,061.15 |
| 22054 | Courtland Station to Sycamore | 5.26 | 242.85 |
| 22055 | East Saint Louis to Cairo | 154.80 | 8,470.65 |
| 22056 | Chicago to Lanesburg Junction, n. o. | 116.50 | 3,874.74 |
| 22057 | Devault to Indianapolis | 153.90 | 9,080.10 |
| 22058 | Geneva to Batavia | 3.66 | 156.46 |
| 22059 | Rochelle to Rockford | 27.70 | 1,184.17 |
| 22060 | West Lebanon to Le Roy | 76.50 | 3,270.37 |
| 22061 | Rock Island to Cable | 26.12 | 1,116.63 |
| 22062 | Covered by route 22094. | | |
| 22063 | Kankakee to Strawn | 51.00 | 2,205.89 |
| 22064 | Shumway to Edgingham | 9.25 | 450.84 |
| 22065 | Kempton to Woodford | 44.79 | 1,914.77 |
| 22066 | Fearl, n. o., to Colfax | 14.71 | 628.85 |
| 22067 | Chicago to Strawn | 96.87 | 7,941.66 |
| 22068 | Havana to Fairview | 29.69 | 1,269.25 |

**Pay not fixed on
27.65 miles.**

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

| Number of route. | State and terminal. | Corporate title of company carrying the mail. | Distance. | Number of trips a week. | Annual pay for transportation. | Annual pay for railway post-office cars. | Total annual pay. | Cost per mile for transportation. | Cost per mile for railway post-office cars. | Remarks. |
|---------------------|-------------------------------|-----------------------------------------------|-----------|-------------------------|--------------------------------|------------------------------------------|-------------------|-----------------------------------|---------------------------------------------|-------------------------------|
| | | | Miles. | | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | |
| ILLINOIS—Continued. | | | | | | | | | | |
| 23068 | Peoria to Farmington | Peoria and Farmington Rwy | 24.55 | 6 | 3,809 50 | | 3,809 50 | 49 59 | | Pay not fixed. |
| 23069 | Kankakee to Seneca | Kankakee and Seneca R. R. | 43.42 | 6 | 615 17 | | 615 17 | 42 75 | | Do. |
| 23070 | Galva to Gladstone | Chig. Burlington & Quincy R. R. | 70.82 | 6 | 2,329 77 | | 2,329 77 | 48 74 | | Late br. of route 23007. |
| 23071 | Aurora to Turner Junction | do | 14.39 | 6 | 433 91 | | 433 91 | 42 75 | | Late br. of route 23008. |
| 23072 | Elmwood to Buda | do | 47.80 | 6 | 457 42 | | 457 42 | 42 75 | | Late br. of route 23012. |
| 23073 | Aurora to Batavia | do | 10.15 | 6 | 283 86 | | 283 86 | 42 75 | | Late br. of route 23019. |
| 23074 | Varna to Lacon | Chicago and Alton R. R. | 10.70 | 6 | 875 09 | | 875 09 | 42 75 | | Late br. of route 23025. |
| 23075 | Maysville to Pittsfield | Wabash, St. Louis & Pacific Rwy | 6.64 | 18 | 1,417 16 | | 1,417 16 | 42 75 | | Late br. of route 23027. |
| 23076 | La Harpe to Burlington | do | 20.47 | 6 | 1,782 67 | | 1,782 67 | 50 45 | | Late br. of route 23029. |
| 23077 | White Heath to Decatur | do | 33.15 | 6 | 1,610 36 | | 1,610 36 | 69 26 | | Late br. of route 23032. |
| 23078 | McLeansborough to Shawneetown | Louisville and Nashville R. R. | 41.70 | 6 | 2,979 56 | | 2,979 56 | | | Pay not fixed. |
| 23079 | Fall Creek to Louisiana | Chicago, Burlington & Quincy R. R. | 41.70 | 6 | | | | | | Do. |
| 23080 | Wilmington to Cissna Park | Strawn & Indiana State Line R. R. | 12.84 | 6 | | | | | | Pay not fixed. |
| 23081 | Clayton to Keokuk | Wabash, St. Louis & Pacific Rwy | 43.02 | 12 | | | | | | Do. |
| 23082 | Dwight to Mokena | Indiana, Illinois and Iowa R. R. | 43.44 | 6 | | | | | | Pay not fixed. |
| 23083 | Bates to Jerseyville | Wabash, St. Louis & Pacific Rwy | 55.79 | 6 | | | | | | Do. |
| | | | 7,535.67 | | 855,637 44 | 111,044 07 | 966,681 51 | | | |
| MICHIGAN. | | | | | | | | | | |
| 24001 | Toledo to Detroit | Lake Shore & Mich. South. R. R. | 71.00 | 14.47 | 10,987 96 | | 10,987 96 | 154 76 | | |
| 24002 | Monroe to Adrian | do | 34.82 | 12 | 2,441 23 | | 2,441 23 | 70 11 | | |
| 24003 | Adrian to Jackson | do | 47.24 | 6 | 3,110 28 | | 3,110 28 | 65 84 | | |
| 24004 | White Pigeon to Grand Rapids | do | 95.67 | 9 | 8,809 29 | | 8,809 29 | 92 08 | | |
| 24005 | Jonesville to Lansing | do | 60.86 | 6 | 2,913 97 | | 2,913 97 | 47 88 | | |
| 24006 | Detroit to Chicago | Michigan Central R. R. | 75.70 | 31 | 53,857 93 | 18,595 85 | 74,453 78 | 192 60 | 65 03 | |
| 24007 | Kalamazoo to South Haven | do | 40.65 | 6 | 1,737 78 | | 1,737 78 | 42 75 | | |
| 24008 | Jackson to Niles | do | 103.93 | 6 | 6,220 21 | | 6,220 21 | 59 85 | | |
| 24009 | Jackson to Mackinaw City | do | 298.16 | 8.4 | 16,421 90 | | 16,421 90 | 74 88 | | |
| 24010 | Jackson to Grand Rapids | do | 94.46 | 12 | 8,803 07 | | 8,803 07 | 93 20 | | |
| 24011 | Vacant | do | | | | | | | | |
| 24012 | Niles to South Bend | do | 12.25 | 6 | 523 68 | | 523 68 | 42 75 | | |
| 24013 | Detroit to Bay City | do | 104.02 | 12 | 10,670 51 | | 10,670 51 | 98 32 | | |
| | | | | | | | | | | On 63.22 miles pay not fixed. |

[illegible]

On 15.35 miles pay not fixed.

Pay not fixed.

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

| Number of route | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. Dollars. | Annual pay for railway post-office cars. Dollars. | Total annual pay. Dollars. | Cost per mile for transportation. Dollars. | Cost per mile for railway post-office cars. Dollars. | Remarks. |
|----------------------------|--------------------------------------|-----------------------------------------------|---------------------|-------------------------|--------------------------------------------|------------------------------------------------------|-------------------------------|-----------------------------------------------|---------------------------------------------------------|----------------|
| MICHIGAN—Continued. | | | | | | | | | | |
| 24053 | Humboldt to Republic | Marquette, Houghton and Ontonagon R. R. | 9.70 | 6 | 331 74 | | 331 74 | 34 20 | | |
| 24054 | East Saginaw to Sebewaug | Saginaw, Tuscola & Huron R. R. | 38.24 | 6 | | | | | | Pay not fixed. |
| | | | 4,280.73 | | 336,465 78 | 18,595 85 | 355,061 63 | | | |
| WISCONSIN. | | | | | | | | | | |
| 25001 | Milwaukee to North McGregor | Chicago, Milwaukee and Saint Paul Rwy. | 197.14 | 13.9 | 25,452 74 | | 25,452 74 | 129 11 | | |
| 25002 | Milwaukee to La Crosse | do | 197.84 | 14.3 | 58,358 84 | 17,805 60 | 76,164 44 | 294 98 | 90 00 | |
| 25003 | Milwaukee to Berlin | do | 81.89 | 12 | 8,241 68 | | 8,241 68 | 86 10 | | |
| 25004 | Milwaukee to Shullsburg | do | 15.65 | 12 | 2,040 64 | | 2,040 64 | 76 10 | | |
| 25005 | Milton Junction to Shullsburg | do | 76.21 | 6 | | | | 47 88 | | |
| 25006 | Watertown to Madison | do | 39.05 | 6 | 1,669 38 | | 1,669 38 | 42 75 | | |
| 25007 | Horicon to Portage | do | 45.64 | 6 | 2,458 62 | | 2,458 62 | 53 87 | | |
| 25007 | Nepesun to Winneconne | do | 14.29 | 6 | 610 89 | | 610 89 | 42 75 | | |
| 25008 | Oshkosh to Ripon | do | 20.95 | 12 | 1,003 08 | | 1,003 08 | 47 88 | | |
| 25009 | Chicago to Green Bay | Chicago and Northwestern Rwy. | 176.00 | 13.13 | 31,943 87 | 9,700 00 | 41,643 87 | 139 37 | 40 00 | |
| 25010 | Caledonia Station to Winona Junction | do | 190.02 | 12.70 | 19,984 40 | | 19,984 40 | 111 50 | 40 00 | |
| 25011 | Kenosha to Rockford | do | 72.50 | 6 | 4,525 45 | | 4,525 45 | 62 42 | | |
| 25012 | Milwaukee to Fond du Lac | do | 63.53 | 6 | 8,039 08 | | 8,039 08 | 126 54 | | |
| 25013 | Onalaska to La Crosse | do | 8.51 | 6 | 363 80 | | 363 80 | 42 75 | | |
| 25014 | Winona to Winona Junction, N. O. | La Crosse, Trempealeau and Prescott R. R. | 30.83 | 12 | 2,530 52 | | 2,530 52 | 83 08 | | |
| 25015 | Stevens Point to Portage | Wisconsin Central R. R. | 73.30 | 6 | 3,634 94 | | 3,634 94 | 49 59 | | |
| 25016 | Milwaukee to Green Bay | do | 114.53 | 6 | 11,359 08 | | 11,359 08 | 99 13 | | |
| 25017 | Manusha to Ashland | do | 250.42 | 6 | 12,205 47 | | 12,205 47 | 48 74 | | |
| 25018 | Milwaukee to Two Rivers | Milwaukee, Lake Shore and Western R. R. | 85 | 12 | | | | 66 69 | | |
| 25018 | Branch Manitowish to Wisconsin | do | 134.27 | 6 | 12,097 50 | | 12,097 50 | 47 88 | | |
| 25019 | Branch Glad to Summit Lake | do | 37.77 | 6 | | | | | | |
| 25019 | Shelbygan and Fond du Lac R. R. | do | 78.79 | 6 | 3,705 49 | | 3,705 49 | 47 03 | | |
| 25020 | Waren to Mineral Point | Chicago, Milwaukee and Saint Paul Rwy. | 33.49 | 6 | 1,861 37 | | 1,861 37 | 56 58 | | |
| 25021 | Calumet to Platteville | do | 18.97 | 6 | 810 96 | | 810 96 | 43 75 | | |

On 33.59 miles pay not fixed.

Pay not fixed.

| No. | Route | Chicago, Mil. & St. Paul Rwy. | 6 | 545 49 | 42 75 | On 41.10 miles pay not fixed. |
|------------|---------------------------------------------|-------------------------------------------------|-------|-----------|--------|--------------------------------|
| 25022 | New Lisbon to Needhoo | Chicago, Mil. & St. Paul Rwy. | 6 | 545 49 | 42 75 | |
| 25023 | Madison to Portage | do | 12 76 | 2 124 47 | 52 10 | |
| 25024 | Racine to Rock Island | do | 13 | 16 578 08 | 83 79 | |
| 25025 | Galena to Woodman | Chicago and Tomah R. R. | 70 27 | 8 326 13 | 43 61 | |
| 25026 | San Claire to Abbotstford | Wisconsin and Minnesota R. R. | 6 | 2 797 13 | 42 75 | |
| 25027 | Green Bay to Winona | Green Bay, Winona and Saint Paul R. R. | 6 | 10 285 10 | 47 88 | |
| 25028 | Hudson to Gunderson | Chicago, Saint Paul, Minneapolis and Omaha Rwy. | 6 | 3 584 58 | 42 75 | |
| 25029 | Lone Rock to Richland Centre | Pine River Valley and Stevens Point R. R. | 6 | 697 25 | 42 75 | |
| 25030 | Elroy to Saint Paul | Chicago, Saint Paul, Minneapolis and Omaha Rwy. | 17 4 | 16 149 76 | 81 40 | |
| 25031 | Tomah to Merrill | Chicago, Milwaukee and Saint Paul Rwy. | 6 | 6 268 67 | 57 29 | |
| 25032 | Covered by route 25025 | Chicago, Saint Paul, Minneapolis and Omaha Rwy. | 6 | 521 55 | 42 75 | |
| 25033 | North Hudson to River Falls | Chicago, Milwaukee and Saint Paul Rwy. | 6 | 1 565 60 | 43 61 | |
| 25034 | Sparta to Virroqua | Fond du Lac, Amboy and Peoria Rwy. | 6 | 1 253 85 | 42 75 | |
| 25035 | Fond du Lac to Iron Ridge | Chicago, Milwaukee and Saint Paul Rwy. | 6 | | | Pay not fixed. |
| 25036 | Janesville to Beloit | Chicago, Milwaukee and Saint Paul Rwy. | 6 | | | Do. |
| 25037 | Merrillton to Neillville | Chicago, Saint Paul, Minneapolis and Omaha Rwy. | 6 | | | Do. |
| 25038 | Millwaukee to Montfort | Chicago and Northwestern Rwy. | 6 | | | Do. |
| 25039 | Mazo Manic to Prairie du Sac | Chicago, Milwaukee and Saint Paul Rwy. | 6 | | | |
| 25040 | Hilbert to Appleton | Wisconsin Central R. R. | 6 | 2 186 34 | 104 31 | |
| 25041 | Elkhoru to Eagle | Chicago, Milwaukee and Saint Paul Rwy. | 6 | 750 69 | 42 75 | |
| 25042 | Lancaster Junction, n. o., to Lancaster | Chicago and Tomah R. R. | 6 | 559 25 | 45 32 | |
| 25043 | Platteville Junction, n. o., to Platteville | do | 12 | 206 91 | 42 75 | |
| 25044 | Broadhead to Albany | Chicago, Milwaukee and Saint Paul Rwy. | 6 | | | Pay not fixed. |
| MINNESOTA. | | | | | | |
| 26001 | Duluth to Glendive | Northern Pacific R. R. | 6 | 21 808 92 | 27 36 | On 221.35 miles pay not fixed. |
| 26002 | Sauk Rapids to Brainerd | do | 6 | 4 211 72 | 69 09 | |
| 26003 | Saint Paul to Sauk Rapids | Saint Paul, Minneapolis and Manitoba Rwy. | 23 6 | 10 542 37 | 138 17 | |
| 26004 | East Saint Cloud to Barnesville | do | 10 6 | 15 741 85 | 108 08 | |
| 26005 | Breckinridge to Saint Vincent | do | 6 | 19 154 70 | 94 40 | |
| 26006 | Saint Paul to Breckinridge | do | 6 1 | 12 504 57 | 57 45 | |
| 26007 | Saint Paul to Duluth | do | 12 | 6 817 85 | 43 78 | |
| 26008 | White Bear Lake to Stillwater | Saint Paul and Duluth R. R. | 12 | 564 30 | 42 75 | |

C.—Railroad service as in operation on the 30th of June, 1893—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. Dollars. | Annual pay for office cars, railway post-office cars. Dollars. | Total annual pay. Dollars. | Cost per mile for transportation. Dollars. | Cost per mile for office cars, railway post-office cars. Dollars. | Remarks. |
|-----------------------------|------------------------------------------|-------------------------------------------------|------------------------------------------|-------------------------|--------------------------------------------|-------------------------------------------------------------------|-------------------------------|-----------------------------------------------|----------------------------------------------------------------------|--------------------------------|
| MINNESOTA—Continued. | | | | | | | | | | |
| 26009 | Saint Paul to McGregor..... | Chicago, Milwaukee and Saint Paul Rwy. | { 102.98 112.46 118.79 125.70 } | { 6 6 6 6 } | 18,150 51 | | 18,150 51 | { 74 58 93 20 } | | On 8.79 miles pay not fixed. |
| 26010 | Hastings to Aberdeen..... | Chicago, Milwaukee and Saint Paul Rwy. | { 202.80 110.16 } | { 6 6 } | 10,959 31 | | 10,959 31 | 54 04 | | Pay not fixed on 110.16 miles. |
| 26011 | Covered by route 26013. | do. | 41.47 | 12 | 2,730 38 | | 2,730 38 | 65 84 | | |
| 26012 | Austin to Mason City..... | do. | 142.53 | 15.4 | 32,050 72 | 7,126 50 | 39,177 22 | 224 87 | 50 00 | |
| 26013 | Minneapolis to La Crosse..... | do. | 184.73 | 7.3 | 12,256 84 | | 12,256 84 | 66 35 | | |
| 26014 | Saint Peter to Watertown..... | Winona and Saint Peter R. R. | { 141.40 3.75 } | { 6 6 } | 12,853 62 | | 12,853 62 | { 89 61 48 74 } | | |
| 26015 | Winona to Saint Peter..... | do. | 26.76 | 6 | 1,143 98 | | 1,143 98 | 42 75 | | |
| 26016 | Sleepy Eye to Redwood Falls..... | Chicago and Northwestern R. R. | 26.42 | 6 | 1,129 45 | | 1,129 45 | 42 75 | | |
| 26017 | Rochester to Zumbrota..... | Winona and Saint Peter R. R. | 28.47 | 6 | 1,217 00 | | 1,217 00 | 42 75 | | |
| 26018 | Chatfield to Plainview..... | do. | | | | | | | | |
| 26019 | Vacant. | | | | | | | | | |
| 26020 | Worthington to Salem..... | Chicago, Saint Paul, Minneapolis and Omaha Rwy. | 101.79 | 6 | 3,505 43 | | 3,505 43 | 55 58 | | On 38.72 miles pay not fixed. |
| 26021 | White Bear Lake to Angus..... | Minneapolis and St. Louis Rwy. | { 225.48 49.78 } | { 8.8 6 } | 16,183 97 | | 16,183 97 | 71 82 | | Pay not fixed on 49.78 miles. |
| 26022 | Wabasha to Zumbrota..... | Chicago, Milwaukee and Saint Paul Rwy. | 59.09 | 6 | 2,526 09 | | 2,526 09 | 42 75 | | |
| 26023 | La Crosse to Flandreau..... | do. | { 302.69 8.80 } | { 6 6 } | 23,249 20 | | 23,249 20 | { 73 88 92 34 } | | |
| 26024 | Mankato to Wells..... | Central Railroad Company of Minnesota Rwy. | 40.81 | 6 | 1,744 62 | | 1,744 62 | 42 75 | | |
| 26025 | Saint Paul to Saint James..... | Chicago, Saint Paul, Minneapolis and Omaha Rwy. | 122.53 | 12 | 9,800 62 | | 9,800 62 | 80 72 | | |
| 26026 | Saint James to Sioux City..... | do. | 143.44 | 6 | 10,660 96 | | 10,660 96 | 71 82 | | |
| 26027 | Stillwater to Stillwater Junction, n. o. | do. | 3.25 | 15 | 138 93 | | 138 93 | 42 75 | | |
| 26028 | Heron Lake to Woodstock..... | do. | 44.32 | 6 | 1,705 43 | | 1,705 43 | 38 48 | | |
| 26029 | Lake Crystal to Elmore..... | do. | { 24.51 8.94 } | { 6 6 } | 1,475 30 | | 1,475 30 | 42 75 | | Pay not fixed on 8.94 miles. |
| 26030 | Luverne to Doon..... | do. | 28.95 | 6 | 1,237 61 | | 1,237 61 | 42 75 | | |
| 26031 | Tracy to Pierre..... | Chicago and Northwestern Rwy. | 255.85 | 6 | 19,907 69 | | 19,907 69 | 77 81 | | |
| 26032 | Reno to Preston..... | Chicago, Milwaukee and Saint Paul Rwy. | 57.67 | 6 | 2,405 39 | | 2,405 39 | 42 75 | | |

| | | 21 14 47 26 | 6 6 | | | | | | Pay not fixed. Do. |
|-------|------------------------------------|----------------|--------|-----------------------------------------------|--|------------|----------|------------|-----------------------|
| 26053 | Waymont to Taylor's Falls | | | Saint Paul and Duluth R. R. Co. | | | | | |
| 26054 | Morris to Brown's Valley | | | Saint Paul, Minneapolis and Manitoba Rwy. | | | | | |
| 26055 | Barnesville to Moorhead | 23.40 | 6 | do | | | | | |
| 26056 | Junction to Cloquet | 6.08 | 6 | Saint Paul and Duluth R. R. | | | | | |
| 26057 | Minneapolis to Benton | 83.86 | 6 | Chicago, Milwaukee and Saint Paul Rwy. | | | | | |
| 26058 | Minneapolis to Winthrop | 71.10 | 6 | Minneapolis & Saint Louis Rwy. | | | | | |
| 26059 | Grookston to Grand Forks | 28.10 | 6 | Saint Paul, Minneapolis and Manitoba Rwy. | | | | | |
| 26060 | Minneapolis to Clear Water | 51.14 | 6 | do | | | | | |
| | IOWA. | 4,449.67 | | | | 279,500.44 | 7,126.50 | 286,626.94 | |
| 27001 | Burlington to Albert Lea | 253.47 | 6 | Burlington, Cedar Rapids and Northern Rwy. | | | | | |
| 27002 | Cedar Rapids to Postville | 96.80 | 6 | do | | | | | |
| 27003 | Cedar Rapids to Emmetsburgh | 184.05 | 6 | do | | | | | |
| 27004 | Muscatine to What Cheer | 76.60 | 6 | do | | | | | |
| 27005 | Burlington to Council Bluffs | 276.59 | 18.1 | Chicago, Burlington & Quincy R. R. | | | | | |
| 27006 | Chariton to Grant City | 96.57 | 6 | do | | | | | |
| 27007 | Creston to Hopkin | 44.40 | 6 | do | | | | | |
| 27008 | Burlington to Laclede | 182.37 | 6 | Burlington & Northwest'n R. R. | | | | | |
| 27009 | Villisca to Burlington Junction | 37.48 | 6 | Chicago, Burlington & Quincy R. R. | | | | | |
| 27010 | Ottumwa to Mason City | 172.66 | 6 | Central Iowa Rwy. | | | | | |
| 27011 | Keokuk to Burlington | 43.69 | 6 | Chicago, Burlington & Quincy R. R. | | | | | |
| 27012 | Clinton to La Crosse | 181.24 | 6 | Chicago, Milwaukee and Saint Paul Rwy. | | | | | |
| 27013 | Stanwood to Tipton | 9.44 | 6 | Chicago & Northwestern Rwy. | | | | | |
| 27014 | Davenport to Missouri River, n. o. | 317.40 | 12.48 | Chicago, R. Island & Pacific R. R. | | | | | |
| 27015 | Des Moines to Indianapolis | 22.07 | 12 | do | | | | | |
| 27016 | Washington to Knoxville | 78.83 | 6 | do | | | | | |
| 22017 | Davenport to Leavenworth | 338.18 | 6.6 | Branch, Cameron to Kansas City | | | | | |
| 27018 | Davenport to Maquoketa | 42.76 | 6 | do | | | | | |
| 27019 | Keokuk to Des Moines | 162.88 | 6 | Chicago, Milwaukee and Saint Paul Rwy. | | | | | |
| 27020 | Farley to Cedar Rapids | 57.98 | 6 | Chicago, R. Island & Pacific R. R. | | | | | |
| 27021 | Dubuque to Sioux City | 329.61 | 6 | Paul Rwy. | | | | | |
| 27022 | Waterloo to Mona | 79.70 | 6 | Illinois Central R. R. | | | | | |
| 27023 | Bentley to Elkader | 19.49 | 6 | do | | | | | |
| 27024 | Clinton to Anamosa | 71.57 | 6 | Chicago, Milwaukee and Saint Paul Rwy. | | | | | |
| 27025 | Calmar to Pattersonville | 210.66 | 6 | Iowa Midland R. R. | | | | | |
| | | 13.80 | | Chicago, Milwaukee and Saint Paul Rwy. | | | | | |

21.21 miles lap cov-
ered by route
27001; on 112.99
m. pay not fixed.

For 54.50 miles.
For 262.90 miles.

{ Pay not fixed on
branch.

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. | | Annual pay for office cars. | Total annual pay. | | Cost per mile for transportation. | Cost per mile for railway post-office cars. | Remarks. |
|------------------|-------------------------------------------------------|-----------------------------------------------|---------------------|-------------------------|--------------------------------|----------|-----------------------------|-------------------|----------|-----------------------------------|---------------------------------------------|-----------------------------------|
| | | | | | Dollars. | Dollars. | | Dollars. | Dollars. | | | |
| Iowa—Continued. | | | | | | | | | | | | |
| 27026 | Conover to Decorah | Chicago, Milwaukee and Saint Paul Rwy. | 9.50 | 6 | 495 52 | 495 52 | | 495 52 | 52 16 | | | |
| 27027 | Savannah to Calmar | do | 165.88 | 6 | 8,652 30 | 8,652 30 | | 8,652 30 | 52 16 | | | |
| 27028 | Missouri Valley to Marion | do | 89.08 | 6 | 4,646 41 | 4,646 41 | | 4,646 41 | 52 16 | | | |
| 27029 | Sioux City to Sioux City | Sioux City and Pacific R. R. | 76.18 | 6 | 8,467 40 | 8,467 40 | | 8,467 40 | 111 15 | | | |
| 27030 | Des Moines to Callahan, n. o. | Iowa Moines and Minneapolis R. R. | 58.84 | 13.5 | 3,420 95 | 3,420 95 | | 3,420 95 | 58 14 | | | |
| 27031 | Des Moines to Fort Dodge | Des Moines and Fort Dodge R. R. | 87.90 | 6 | 5,336 40 | 5,336 40 | | 5,336 40 | 60 71 | | | |
| 27032 | Grinnell and Montezuma Junction, n. o., to Montezuma. | Grinnell and Montezuma R. R. | 15.42 | 6 | 659 20 | 659 20 | | 659 20 | 42 75 | | | |
| 27033 | Albia to Des Moines | Chic., Burlington & Quincy R. R. | 71 | 6 | 4,798 05 | 4,798 05 | | 4,798 05 | 67 55 | | | |
| 27034 | Sioux City to Sioux Falls | Chicago, Milwaukee and Saint Paul Rwy. | 91.14 | 6 | 6,000 66 | 6,000 66 | | 6,000 66 | 65 84 | | | |
| 27035 | Burlington to Washington | Burlington and Northwestern R. R. | 53.04 | 6 | 1,603 98 | 1,603 98 | | 1,603 98 | 42 75 | | | 15.52 miles lap over route 27001. |
| 27036 | Newton to Monroe | Chic., Rock Island & Pacific R. R. | 17.50 | 6 | 748 12 | 748 12 | | 748 12 | 42 75 | | | |
| 27037 | Judd to Lehigh | Crooked Creek Rwy and Coal Co. | 8.50 | 6 | 363 37 | 363 37 | | 363 37 | 42 75 | | | |
| 27038 | Maple River Junction to Mapleton | Chicago and Northwestern Rwy. | 60.20 | 6 | 2,573 55 | 2,573 55 | | 2,573 55 | 42 75 | | | |
| 27039 | Turkey River to Wadena | Chicago, Milwaukee and Saint Paul Rwy. | 44.98 | 6 | 1,922 89 | 1,922 89 | | 1,922 89 | 42 75 | | | |
| 27040 | Waukon Junction to Waukon | do | 22.92 | 6 | 979 83 | 979 83 | | 979 83 | 42 75 | | | |
| 27041 | Creighton to Fontanelle | Chic., Burlington & Quincy R. R. | 31.42 | 6 | 1,343 20 | 1,343 20 | | 1,343 20 | 42 75 | | | |
| 27042 | Chariton to Indianola | do | 34.67 | 6 | 1,482 14 | 1,482 14 | | 1,482 14 | 42 75 | | | |
| 27043 | Hastings to Sidney | do | 23.81 | 6 | 1,017 87 | 1,017 87 | | 1,017 87 | 42 75 | | | |
| 27044 | Atlantic to Audubon | Chic., Rock Island & Pacific R. R. | 28.01 | 6 | 1,111 92 | 1,111 92 | | 1,111 92 | 42 75 | | | |
| 27045 | Avoca to Harlan | do | 12.40 | 6 | 530 10 | 530 10 | | 530 10 | 42 75 | | | |
| 27046 | Des Moines to Jefferson | Wabash, St. Louis & Pacific Rwy. | 67.99 | 6 | 1,243 16 | 1,243 16 | | 1,243 16 | 42 75 | | | On 38.91 miles pay not fixed. |
| 27047 | Vacant. | | | | | | | | | | | |
| 27048 | Elmira Junction to River Side | Burlington, Cedar Rapids and Northern Rwy. | 23.56 | 6 | 1,007 19 | 1,007 19 | | 1,007 19 | 42 75 | | | |
| 27049 | Pattersonville to Running Water | Chicago, Milwaukee and Saint Paul Rwy. | 126.12 | 6 | 8,088 07 | 8,088 07 | | 8,088 07 | 64 13 | | | |
| 27050 | Wall Lake to Sac City | Chicago and Northwestern Rwy. | 13.98 | 12 | 597 64 | 597 64 | | 597 64 | 42 75 | | | |
| 27051 | Sumner to Hampton | Dubuque and Dakota R. R. | 62.90 | 6 | 3,290 86 | 3,290 86 | | 3,290 86 | 52 16 | | | On 81.10 miles pay not fixed. |
| 27052 | Tama to Elmore | Chicago and Northwestern Rwy. | 104.72 | 6 | 3,646 67 | 3,646 67 | | 3,646 67 | 43 61 | | | |

[illegible]

C.—Railroad service as in operation on the 30th of June, 1898.—Continued.

| Number of route. | State and terminal. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. Dollars. | Annual pay for office cars. Dollars. | Total annual pay. Dollars. | Cost per mile for transportation. Dollars. | Cost per mile for office cars. Dollars. | Remarks. |
|---------------------|---------------------------------------------------------|----------------------------------------------------|---------------------|-------------------------|--------------------------------------------|-----------------------------------------|-------------------------------|-----------------------------------------------|--------------------------------------------|---------------------------------------------------------|
| Missouri—Continued. | | | | | | | | | | |
| 28009 | Centralia to Columbia | Wabash, St. L. and Pacific Rwy. | 22.14 | 18 | 1,097.92 | 1,394.50 | 1,097.92 | 49.89 | | |
| 28010 | Kansas City to Cameron | Hannibal and Saint Joseph R. R. | 55.75 | 14 | 10,349.42 | | 11,743.92 | 183.54 | 25.00 | |
| 28011 | Secalia to Denison City | Missouri Pacific Rwy. | 40.51 | 12.27 | 74,595.03 | | 74,595.03 | 173.87 | | |
| 28012 | Saint Joseph to North Lexington, n. o. | Wabash, St. L. and Pacific Rwy. | 73.86 | 14 | 4,534.74 | | 4,534.74 | 138.85 | | |
| 28013 | Brunswick to Council Bluffs | do | 223.88 | 13 | 23,649.93 | | 23,649.93 | 114.87 | | |
| 28014 | Hannibal to Secalia. | Missouri Pacific Rwy. | 142.85 | 12 | 20,030.43 | 3,571.34 | 23,601.77 | 140.22 | 25.00 | |
| 28015 | Keokuk to Humeson | Wabash, St. L. and Pacific Rwy. | 132.05 | 6 | 7,113.53 | | 7,113.53 | 53.87 | | |
| 28016 | Pleasant Hill to Morse | Atchison, Top. and Santa Fe R. R. | 30.50 | 6 | 1,303.87 | | 1,303.87 | 42.75 | | |
| 28017 | Secalia to Lexington | Missouri Pacific Rwy. | 54.23 | 6 | 2,932.96 | | 2,932.96 | 52.16 | | |
| 28018 | Mount Pleasant to Saint Peters | Saint Louis, Keokuk and North-western Rwy. | 186.75 | 18 | 19,001.81 | | 19,001.81 | 101.75 | | |
| 28019 | Quincy to Trenton | Wabash, Saint Louis and Pacific Rwy. | 137.71 | 12 | 6,540.75 | | 6,540.75 | 61.56 | | 31.46 miles no pay fixed. |
| 28020 | { Pierce City to Halstead Branch, Oronogo to Galena. | St. L. and San Francisco Rwy. | { 243.73 20.65 | { 6 6 | { 24,248.09 2,327.43 | 5,482.00 | { 29,730.09 2,327.43 | { 108.59 46.17 | { 25.00 25.00 | { 34.45 miles no pay fixed. 9.49 miles no pay fixed. |
| 28021 | Mexico to Cedar City | Chicago and Alton R. R. | 50.41 | 6 | 2,327.43 | | 2,327.43 | 46.17 | | |
| 28022 | Roodhouse to Mexico | do | 86.83 | 13 | 9,523.77 | | 9,523.77 | 106.02 | | |
| 28023 | Cuba to Salem | Saint Louis, Salem and Little Rock R. R. | 40.98 | 6 | 2,207.59 | | 2,207.59 | 53.87 | | |
| 28024 | Holden to Paola. | Missouri Pacific Rwy. | 54.53 | 6 | 2,564.55 | | 2,564.55 | 47.03 | | |
| 28025 | Sallabury to Glasgow | Wabash, St. L. and Pacific Rwy. | 15.99 | 13 | 710.91 | | 710.91 | 44.46 | | |
| 28026 | Bismarck to Texarkana. | { Saint Louis, Iron Mountain and Southern Rwy. | { 91.00 324.21 | { 14 14 | { 85,376.37 74.66 | 16,008.40 | { 101,984.77 2,860.22 | { 243.66 38.31 | { 40.00 38.84 | |
| 28027 | Cairo to Poplar Bluff | do | 74.66 | 7 | 2,860.22 | | 2,860.22 | 38.81 | | |
| 28028 | Saint Joseph to Hopkins | Kansas City, Saint Joseph and Council Bluffs R. R. | 58.18 | 13 | 3,896.42 | | 3,896.42 | 65.84 | | |
| 28029 | Hannibal to Gilmore, n. o. | Saint Louis, Hannibal and Keokuk R. R. | 85.85 | 6 | 2,038.74 | | 2,038.74 | 42.75 | | 38.16 miles no pay fixed. |
| 28030 | Saint Joseph to Atchison | Hannibal and Saint Joseph R. R. | 23.18 | 13 | 2,597.94 | | 2,597.94 | 117.13 | | |
| 28031 | Saint Louis to Fortland | West End Narrow Gauge R. R. | 16.60 | 6 | 709.65 | | 709.65 | 42.75 | | |
| 28032 | Atchison to Edgerton Junction | Chl. Rock Island and Pacific R. R. | 30.00 | 7 | 1,667.40 | | 1,667.40 | 55.58 | | |
| 28033 | Kansas City to Lexington | Missouri Pacific Rwy. | 43.35 | 6 | 1,853.21 | | 1,853.21 | 42.75 | | |
| 28034 | Bismarck to Columbia | Saint Louis, Iron Mountain and Southern R. R. | 121.32 | 13 | 10,062.28 | | 10,062.28 | 82.94 | | |

[illegible]

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. Dollars. | Annual pay for office cars. Dollars. | Total annual pay. Dollars. | Cost per mile for transportation. Dollars. | Cost per mile for office cars. Dollars. | Remarks. |
|----------------------|---------------------------------|----------------------------------------------------------------------|---------------------|-------------------------|--------------------------------------------|-----------------------------------------|-------------------------------|-----------------------------------------------|--------------------------------------------|-------------------------|
| LOUISIANA—Continued. | | | | | | | | | | |
| 30006 | Clinton to Port Hudson..... | T. B. Lyon and D. W. Pipes, owners Clinton and Port Hudson Railroad. | 20.90 | 6 | 883 47 | ..... | 883 47 | 42 75 | ..... |  |
| 30007 | Bayou Sara to Woodville..... | West Feliciana R. R. | 28.23 | 3 | 844 92 | ..... | 844 92 | 29 33 | ..... |  |
| 30008 | Vicksburg to Monroe..... | Vicksburg, Shreveport and Pacific R. R. | 76.16 | 7 | 3,542 96 | ..... | 3,542 96 | 46 52 | ..... |  |
| 30009 | Terre Bonne to Thibodeaux..... | Morgan's Louisiana and Texas Railroad and Steamship Co. | 5.75 | 6 | 245 81 | ..... | 245 81 | 42 75 | ..... |  |
| 30010 | Vermillionville to Orange..... | Louisiana Western R. R. | 113.15 | 6 | 9,965 00 | ..... | 9,965 00 | 88 07 | ..... |  |
| TEXAS. | | | | | | | | | | |
| 31001 | Houston to Galveston..... | Galveston, Houston and Henderson R. R. | 51.50 | 14 | 7,265 62 | ..... | 7,265 62 | 141 08 | ..... |  |
| 31002 | Houston to Uvalde..... | Galveston, Harrisburgh and San Antonio Rwy. | 218.01 | 6 | 37,679 43 | ..... | 37,679 43 | 131 67 | ..... |  |
| 31003 | Houston to Denison City..... | Houston and Texas Central R. R. | 92.86 | 6 | 43,855 00 | ..... | 43,855 00 | 129 96 | ..... |  |
| 31004 | Hempstead to Austin..... | do. | 115.20 | 7 | 7,780 60 | ..... | 7,780 60 | 67 54 | ..... |  |
| 31005 | Bremond to Albany..... | do. | 97.28 | 13 | 13,293 27 | ..... | 13,293 27 | 62 42 | ..... |  |
| 31006 | Longview to Houston..... | International & G't Northern R. R. | 237.50 | 7 | 33,506 50 | ..... | 33,506 50 | 141 08 | ..... |  |
| 31007 | Palatine to Laredo..... | do. | 265.82 | 11.51 | 56,045 49 | ..... | 56,045 49 | 135 95 | ..... |  |
| 31008 | Houston to Columbia..... | do. | 50.75 | 3 | 1,388 52 | ..... | 1,388 52 | 27 88 | ..... |  |
| 31009 | Shreveport to El Paso..... | Texas and Pacific Rwy. | 325.47 | 7.7 | 86,849 04 | ..... | 86,849 04 | 129 11 | ..... |  |
| 31010 | Marshall to Texasiana..... | do. | 74.86 | 7 | 7,532 44 | ..... | 7,532 44 | 100 89 | ..... |  |
| 31011 | Whitesborough to Texasiana..... | do. | 155.22 | 6 | 12,645 35 | ..... | 12,645 35 | 71 82 | ..... |  |
| 31012 | Houston to Orange..... | Texas and New Orleans R. R. | 17.99 | 6 | 9,901 56 | ..... | 9,901 56 | 84 65 | ..... |  |
| 31013 | Jefferson to Greenville..... | East and Red River R. R. | 104.24 | 6 | 6,531 83 | ..... | 6,531 83 | 53 27 | ..... |  |
| 31014 | Columbia to La Grange..... | Galveston, Harrisburgh and San Antonio Rwy. | 31.61 | 6 | 1,351 32 | ..... | 1,351 32 | 42 75 | ..... |  |
| 31015 | Henderson to Overton..... | Henderson & Overton Beh R. R. | 15.53 | 6 | 963 90 | ..... | 963 90 | 42 75 | ..... |  |
| 31016 | Corpus Christi to Laredo..... | Texas Mexican Rwy. | 163.46 | 6 | 1,710 00 | ..... | 1,710 00 | 42 75 | ..... | 122.48 miles pay fixed. |

| No. | Route | Miles | Pay |
|-------|-------------------------------|--------|---------------|
| 31017 | Denison City to Muskego | 123.08 | No pay fixed. |
| 31018 | Denison City to Isabel | 123.08 | No pay fixed. |
| 31019 | Indianola to Cuero | 123.08 | No pay fixed. |
| 31020 | Houston to Paterson's Station | 123.08 | No pay fixed. |
| 31021 | Waxahatchie to Garretts | 123.08 | No pay fixed. |
| 31022 | Indianola to Gainesville | 123.08 | No pay fixed. |
| 31023 | Houston to Corrigan | 123.08 | No pay fixed. |
| 31024 | Navasota to Montgomery | 123.08 | No pay fixed. |
| 31025 | Texas and Saint Louis Rwy | 123.08 | No pay fixed. |
| 31026 | Georgetown to Round Rock | 123.08 | No pay fixed. |
| 31027 | Galveston to Belton | 123.08 | No pay fixed. |
| 31028 | Whitesborough to Waco | 123.08 | No pay fixed. |
| 31029 | Beaumont to Woodville | 123.08 | No pay fixed. |
| 31030 | Dallas to Denton | 123.08 | No pay fixed. |
| 31031 | Dallas to Kaufman | 123.08 | No pay fixed. |
| 31032 | Muskego to Troup | 123.08 | No pay fixed. |
| 31033 | Temple to Fort Worth | 123.08 | No pay fixed. |
| 31034 | Puiple to Huntsville | 123.08 | No pay fixed. |
| 31035 | Dallas to Cleburne | 123.08 | No pay fixed. |
| 31036 | Rosenberg to Wharton | 123.08 | No pay fixed. |
| 32001 | Atoka to Lehigh | 123.08 | No pay fixed. |
| 33001 | Kansas City to Denver | 123.08 | No pay fixed. |
| 33002 | Lawrence to Leavenworth | 123.08 | No pay fixed. |
| 33003 | Achison to Waterville | 123.08 | No pay fixed. |
| 33004 | Lawrence to Coffeyville | 123.08 | No pay fixed. |
| 33005 | Cherry Vale to Hunnewell | 123.08 | No pay fixed. |
| 33006 | Osage to Ottawa | 123.08 | No pay fixed. |
| 33007 | Elwood to Grand Island | 123.08 | No pay fixed. |
| 33008 | Kansas City to Joplin | 123.08 | No pay fixed. |
| 33009 | Junction City to Parsons | 123.08 | No pay fixed. |
| 33010 | Achison to Pueblo | 123.08 | No pay fixed. |
| 33011 | Newton to Arkansas City | 123.08 | No pay fixed. |
| 33012 | Achison to Columbus | 123.08 | No pay fixed. |
| 33013 | Leavenworth to Miltonvale | 123.08 | No pay fixed. |

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. Dollars. | Annual pay for office cars, railway post. Dollars. | Total annual pay. Dollars. | Cost per mile for transportation. Dollars. | Cost per mile for office cars, railway post. Dollars. | Remarks. |
|-------------------|------------------------------------|-------------------------------------------------|---------------------|-------------------------|--------------------------------------------|-------------------------------------------------------|-------------------------------|-----------------------------------------------|----------------------------------------------------------|-------------------------------|
| KANSAS—Continued. | | | | | | | | | | |
| 33014 | Lawrence to Carbondale. | Carbondale Branch Kansas Pacific Rwy. | 32.73 | 6 | 1,399 21 | ..... | 1,399 21 | 42 75 | ..... |  |
| 33015 | Junction City to Clyde. | June, City and Ft. Kearney R. R. | 56.60 | 6 | 3,581 08 | ..... | 3,581 08 | 63 27 | ..... |  |
| 33016 | Topeka to Kansas City. | Atch n. Topeka & Santa F6 R. R. | 64.20 | 104 | 13,131 42 | 1,655 00 | 14,786 42 | 196 36 | 25 00 | On 24.02 miles pay not fixed. |
| 33017 | Florence to Douglas. | Florence, Eldorado and Walnut Valley R. R. | 54.77 | 6 | 1,314 56 | ..... | 1,314 56 | 42 75 | ..... |  |
| 33018 | Vacant. | | | | | | | | | |
| 33019 | Ottawa to Burlington. | Kansas City, Lawrence and Southern Kansas R. R. | 47.05 | 6 | 3,137 76 | ..... | 3,137 76 | 66 69 | ..... |  |
| 33020 | Girard to Joplin. | Joplin R. R. | 37.30 | 6 | 1,594 57 | ..... | 1,594 57 | 42 75 | ..... |  |
| 33021 | Waterville to Washington. | Central Br'ch Union Pacific R. R. | 20.50 | 6 | 1,787 80 | ..... | 1,787 80 | 87 21 | ..... |  |
| 33022 | Greenleaf to Concordia. | do | 41.97 | 6 | 4,270 44 | ..... | 4,270 44 | 101 75 | ..... |  |
| 33023 | Emporia to Howard. | Atch n. Topeka & Santa F6 R. R. | 73.10 | 6 | 3,383 40 | ..... | 3,383 40 | 44 46 | ..... |  |
| 33024 | Cherry Vale to Weir. | Kansas City, Fort Scott and Gulf R. R. | 50.33 | 6 | 2,151 59 | ..... | 2,151 59 | 42 75 | ..... |  |
| 33025 | Solomon City to Beloit. | Solomon R. R. | 56.90 | 6 | 2,821 67 | ..... | 2,821 67 | 49 59 | ..... | On 24.92 miles pay not fixed. |
| 33026 | Concordia to Lenora. | Central Br'ch Union Pacific R. R. | 138.93 | 6 | 9,455 99 | ..... | 9,455 99 | 82 94 | ..... |  |
| 33027 | Concordia to Warwick. | do | 35.20 | 6 | 1,504 80 | ..... | 1,504 80 | 42 75 | ..... |  |
| 33028 | Salina to McPherson. | Salina and Southwestern R. R. | 38.47 | 6 | 1,559 09 | ..... | 1,559 09 | 42 75 | ..... |  |
| 33029 | Cawker City to Ball's City. | Central Br'ch Union Pacific R. R. | 30.35 | 6 | 1,297 46 | ..... | 1,297 46 | 42 75 | ..... |  |
| 33030 | Florence to Ellinwood. | Atch n. Topeka & Santa F6 R. R. | 98.35 | 6 | 3,696 08 | ..... | 3,696 08 | 47 03 | ..... | On 19.76 miles pay not fixed. |
| 33030a | Paola to Le Roy Junction, (n. o.). | Missouri Pacific Rwy. | 60.80 | 6 | 2,599 20 | ..... | 2,599 20 | 42 75 | ..... |  |
| 33030b | Jamestown to Burr Oak. | Central Br'ch Union Pacific R. R. | 33.95 | 6 | 1,480 56 | ..... | 1,480 56 | 43 61 | ..... |  |
| 33030c | Oswatimie to Ottawa. | Missouri Pacific Rwy. | 21.50 | 6 | 1,029 42 | ..... | 1,029 42 | 47 88 | ..... |  |
| 33030d | Burlingame to Manhattan. | Manhattan, Alma and Burlingame Rwy. | 57.31 | 6 | 2,695 29 | ..... | 2,695 29 | 47 03 | ..... |  |
| 33030e | Wellington to Harper. | Kansas City, Lawrence and Southern Kansas R. R. | 35.84 | 6 | 1,532 16 | ..... | 1,532 16 | 42 75 | ..... | Pay not fixed. |
| 33030f | Fort Scott to Toronto. | Salit Louis, Fort Scott and Wichita R. R. | 73.90 | 6 | ..... | ..... | ..... | ..... | ..... |  |
| 33030g | Mulvane to Caldwell. | Atch n. Topeka & Santa F6 R. R. | 38.19 | 6 | 2,546 89 | ..... | 2,546 89 | 66 69 | ..... |  |
| | | | 3,955.10 | | 307,650 38 | 27,652 25 | 335,302 63 | | | |

| NEBRASKA. | | | | | | | | | |
|-----------|---------------------------------------|---------------------------------------------------|------------|-----------|------------|--------|-------|-----------------------|----------------------------------------------|
| 34001 | Council Bluffs to Ogden City | Union Pacific Rwy. | 375,043 08 | 61,055 00 | 456,078 08 | 382 19 | 75 00 | R. P. O. 147.5 miles. | |
| 34002 | Plattsmouth to Kearney | Burlington and Missouri River (in Nebraska) R. R. | 27,080 24 | 3,225 82 | 30,306 06 | 141 98 | 50 00 | | |
| 34003 | Omaha to Corvinton | Chicago, Saint Paul, Minneapolis and Omaha R. R. | 6,528 53 | | 6,528 53 | 51 16 | 21 87 | | |
| 34004 | Omaha to Orecopia Junction, n. o. | Burlington and Missouri River (in Nebraska) R. R. | 2,480 30 | 348 41 | 2,878 71 | 140 22 | 21 87 | | |
| 34005 | Nemaha City to York | Nebraska R. R. | 8,005 29 | | 8,005 29 | 58 14 | | | |
| 34006 | Crete to Beatrice | Burlington and Missouri River (in Nebraska) R. R. | 1,412 80 | | 1,412 80 | 46 17 | | | |
| 34007 | Coburn Junction (n. o.) to Ponca | Chicago, Saint Paul, Minneapolis and Omaha Rwy. | 705 37 | | 705 37 | 42 75 | | | |
| 34008 | Valley to Stromsburch | Omaha & Republican Valley R. R. | 4,812 24 | | 4,812 24 | 53 01 | | | On 23.41 miles pay not fixed. |
| 34009 | Hastings to Culbertson | Republican Valley R. R. | 9,672 92 | | 9,672 92 | 64 98 | | | On 97.25 miles pay not fixed. |
| 34010 | Fremont to Long Pine | Fremont, Elkhorn and Missouri Valley R. R. | 6,711 68 | | 6,711 68 | 58 14 | | | |
| 34011 | York to Central City | Republican Valley R. R. | 2,715 90 | | 2,715 90 | 64 13 | | | |
| 34012 | Columbus to Norfolk | Omaha, Niobrara and Black Hills R. R. | 2,166 14 | | 2,166 14 | 42 75 | | | |
| 34013 | Beatrice to Marysville | Omaha & Republican Valley R. R. | 1,688 90 | | 1,688 90 | 42 75 | | | |
| 34014 | Valparaiso to Lincoln | do | 882 79 | | 882 79 | 42 75 | | | |
| 34015 | Grand Island to Saint Paul | do | 967 00 | | 967 00 | 42 75 | | | Do. |
| 34016 | Beatrice to Red Cloud | Republican Valley R. R. | | | | | | | Do. |
| 34017 | Lost Creek to Albion | Omaha, Niobrara and Black Hills R. R. | 34 16 | | | | | | Do. |
| 34018 | Norfolk Junction (n. o.) to Creighton | Fremont, Elkhorn and Missouri Valley R. R. | 42 48 | | | | | | Do. |
| 34019 | Nemaha City to Calvert | Republican Valley R. R. | 10 06 | | | | | | Do. |
| 34020 | Wymore to Table Rock | do | 38 18 | | | | | | Do. |
| 34021 | Emerson Junction (n. o.) to Norfolk | Chicago, Saint Louis, Minneapolis and Omaha Rwy. | 46 67 | | | | | | Do. |
| | | | 471,431 18 | 64,649 23 | 536,080 41 | | | | |
| | | | | | | | | | |
| 35001 | Sioux City to Yankton | Chicago, Milwaukee and Saint Paul Rwy. | 4,220 96 | | 4,220 96 | 68 40 | | | |
| 35002 | Marion to Chamberlain | do | 2,552 27 | | 2,552 27 | 57 29 | | | On 67.33 miles pay not fixed. Pay not fixed. |
| 35003 | Breckinridge to Durbin | Saint Paul, Minneapolis and Manitoba Rwy. | 47 87 | | | | | | Do. |
| 35004 | Grand Forks to Larimore | do | 28 52 | | | | | | Do. |
| 35005 | Grand Forks to Fargo | do | 76 06 | | | | | | Do. |
| 35006 | Casselton to Mayville | Casselton Branch R. R. | 36 13 | | | | | | Do. |
| 35007 | Flandreau to Sioux Falls | Chicago, Milwaukee and Saint Paul Rwy. | 39 17 | | | | | | Do. |
| 35008 | Egan to Howard | do | 46 48 | | | | | | Do. |
| 35009 | Millbank to Wilmot | do | 16 97 | | | | | | Do. |

DAKOTA.

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. Dollars. | Annual pay for railway post office cars. Dollars. | Total annual pay. Dollars. | Cost per mile for transportation. Dollars. | Cost per mile for office cars. Dollars. | Remarks. |
|------------------|------------------------------------------|-----------------------------------------------|---------------------|-------------------------|--------------------------------------------|------------------------------------------------------|-------------------------------|-----------------------------------------------|--------------------------------------------|-----------------------------------|
| 35010 | Huron to Ordway. | Chicago and North western Rwy. | 91.55 | 6 | | | | | | Pay not fixed. |
| 35011a | Grand Forks to Grafton. | Saint Paul, Minneapolis and Manitoba Rwy. | 38.84 | 6 | | | | | | Do. |
| COLORADO. | | | | | | | | | | |
| 38001 | Denver to El Moro. | Denver and Rio Grande Rwy. | 205.20 | 7 | 24,683 50 | | 6,773 23 | 117 90 | | |
| 38002 | High Station to Boulder. | Denver and Boulder Valley R. R. | 27.75 | 6 | 1,186 31 | | | 42 75 | | |
| 38003 | Denver to Cheyenne. | Union Pacific Rwy. | 135.62 | 6 | 9,393 04 | | | 69 26 | | |
| 38004 | Cuchara to Espanola. | Denver and Rio Grande Rwy. | 200.19 | 7 | 16,603 76 | | | 82 94 | | |
| 38005 | Denver to Leadville. | Denver, Sixth Park & Pacific R. R. | 172.34 | 6 | 15,324 47 | | | 88 92 | | |
| 38006 | La Junta to Deming. | Atch'n, Topeka & Santa F6 R. R. | 577.80 | 7 | 77,066 96 | | | 133 38 | | |
| 38007 | Denver to Cheyenne. | Denver Pacific Railway and Telegraph Company. | 46.00 | 6 | 9,154 16 | 1,150 00 | 10,304 16 | 86 96 | 25 00 | |
| 38008 | Vacant. | | | | | | | | | Pay not fixed. |
| 38009 | Salida to Mayaville. | Denver and Rio Grande Rwy. | 12.50 | 6 | | | | | | Do. |
| 38010 | Canon City to Westcliffe. | do. | 33.50 | 6 | | | | | | Do. |
| 38011 | Alamosa to Del Norte. | do. | 31.50 | 6 | | | | | | Do. |
| 38012 | Salida to Gunnison. | do. | 75.75 | 6 | | | | | | Do. |
| 38013 | Leadville to Wheeler's. | do. | 24.50 | 6 | | | | | | Do. |
| 38014 | Nathrop to Hancock. | Union Pacific Rwy. | 21.85 | 6 | | | | | | Do. |
| 38015 | Mears to Hannam. | Denver and Rio Grande Rwy. | 27.83 | 6 | | | | | | Do. |
| 38016 | Gunnison to Grand and Little. | do. | 28.07 | 6 | | | | | | Do. |
| 38017 | Julicaburg to La Salle, n. o. | Union Pacific Rwy. | 150.80 | 6 | | 3,770 00 | 3,770 00 | | 25 00 | Pay for transportation not fixed. |
| 38018 | Malta to Red Cliff. | Denver and Rio Grande Rwy. | 27.00 | 6 | | | | | | Do. |
| 38019 | South Pueblo to Leadville. | do. | 163.50 | 6 | 21,248 46 | | | 129 06 | | |
| 38020 | Golden Junction to Georgetown. | Union Pacific Rwy. | 37.72 | 6 | 2,098 47 | | | 56 53 | | |
| 38021 | Fork's Creek to Central City. | do. | 12.07 | 6 | 537 27 | | | 44 37 | | |
| 38022 | Boar Creek Junction (n. o.) to Morrison. | Denver, 8th Park & Pacific R. R. | 10.00 | 6 | 437 50 | | | 42 75 | | |
| | | | 2,085.59 | | 177,741 90 | 4,920 00 | 182,661 90 | | | |
| 39001 | Lamy Station (n. o.) to Santa F6. | Atch'n, Topeka & Santa F6 R. R. | 18.63 | 14 | 1,385 86 | | 1,385 86 | 74 39 | | |
| NEW MEXICO. | | | | | | | | | | |

| | | | 171.70 | 7 | 3,770 10 | 3,770 10 | 50 00 | On 107.60 miles pay not fixed. Do. Do. |
|-------|----------------------------|---------------------------------------------------------------------------------------------------------------|--------|---|-----------|----------|--------|------------------------------------------------------------|
| 39002 | Antonia to Durango | Denver and Rio Grande Rwy. | | | | | | |
| 39003 | New Albuquerque to Winslow | Atlantic and Pacific R. R. | 288.02 | 6 | | | | |
| 39004 | Thorne to El Paso | Atchison, Top. & Santa Fe R. R. | 77.31 | 6 | | | | |
| 39005 | Deming to El Paso | Southern Pacific Railroad New Mexico and Great Harrington and San Antonio from Rio Grande east R. R. | 88.79 | 6 | | | | |
| | | | 644.45 | | 5,155 08 | | | |
| 40001 | Yuma to Deming | Southern Pacific Railroad Com- pany of Arizona and New Mexico Rwy. | 466.90 | 6 | | | | Pay not fixed. |
| | | | 466.90 | | | | | |
| | | | | | | | | |
| 41001 | Ogden City to Frisco | Utah Central Rwy | 38.15 | 7 | | | 98 06 | Routes 41002 and 41007 consolidated with this route. |
| 41002 | Vacant | | 106.03 | 7 | 19,776 61 | | 73 06 | |
| 41003 | Ogden City to Butte City | | 137.76 | 7 | | | 56 43 | |
| 41004 | Sandy to Bligham Cañon | Utah Northern R. R. | 418.22 | 7 | 8,065 14 | | 100 89 | Pay not fixed on 336.28 miles. |
| 41005 | Salt Lake City to Stockton | Wasatch and Jordan Valley R. R. | 22.50 | 6 | 961 87 | | 42 75 | |
| 41006 | Sandy to Alta | Utah Western R. R. | 40.50 | 6 | 1,731 37 | | 43 75 | |
| 41007 | Vacant | Wasatch and Jordan Valley R. R. | 16.78 | 6 | 717 34 | | 43 75 | |
| 41008 | Echo City to Park City | Echo and Park City Rwy | 28.65 | 6 | | | | Pay not fixed. |
| 41009 | Provo City to Scofield | Utah and Pleasant Valley Rwy | 50.36 | 6 | | | | Do. |
| 41010 | Salt Creek to Wales | San Pete Valley Rwy | 26.24 | 6 | | | | Do. |
| | | | 883.10 | | 31,252 33 | | | |
| 43001 | Kalama to Carbonado | Northern Pacific R. R. | 139.83 | 6 | 6,899 06 | | 50 61 | On 2.50 miles pay not fixed. |
| 43002 | Seattle to New Castle | Seattle and Walla Walla R. R. | 20.28 | 6 | 896 97 | | 42 75 | |
| 43003 | Olympia to Tenino | Olympia & Chehalis Valley R. R. | 15.31 | 6 | 654 50 | | 42 75 | |
| 43004 | Walla Walla to Wallula | Walla Walla and Col. River R. R. | 32.37 | 6 | 1,383 81 | | 43 75 | |
| 43005 | Vacant | | | | | | | |
| 43006 | Vacant | | | | | | | |
| 43007 | Whitman Junction to Weston | Walla Walla and Col. River R. R. | 17.50 | 6 | | | | Pay not fixed. |
| 43008 | Walla Walla to Dayton | Oregon Railway and Navigation Company | 40.05 | 6 | | | | Do. |
| 43009 | Wallula to Pend D'Oreille | Northern Pacific R. R. | 218.00 | 6 | | | | |
| | | | 483.34 | | 9,804 94 | | | |

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

| Number of route. | State and termini. | Corporate title of company carrying the mail. | Distance. Miles. | Number of trips a week. | Annual pay for transportation. Dollars. | Annual pay for office cars. Dollars. | Total annual pay. Dollars. | Cost per mile for transportation. Dollars. | Cost per mile for office cars. Dollars. | Remarks. |
|------------------|---------------------------------------|---------------------------------------------------|----------------------|-------------------------|--------------------------------------------|-----------------------------------------|-------------------------------|-----------------------------------------------|--------------------------------------------|--------------------------------------|
| OREGON. | | | | | | | | | | |
| 44001 | Portland to Roseburg | Oregon and California R. R. | 199.10 | 6 | 19,746 73 | | 19,746 73 | 99 18 | | } Route 4404 consolidated with this. |
| 44002 | Portland to Corvallis | do | { 50.84 47.01 } | { 6 6 } | 4,704 70 | | 4,704 70 | { 53 01 42 75 } | | |
| 44003 | Abandoned. | | | | | | | | | |
| 44004 | Discontinued. | | | | | | | | | Pay not fixed. |
| 44005 | The Dalles to Wallula | Oregon Railway and Navigation Company. | 127.62 | 6 | | | | | | |
| | | | 424.57 | | 24,451 43 | | 24,451 43 | | | |
| NEVADA. | | | | | | | | | | |
| 45001 | Virginia City to Reno | Virginia and Truckee R. R. | 51.75 | 6 | 4,292 14 | | 4,292 14 | 82 94 | | Pay not fixed. |
| 45002 | Palisade to Eureka | Eureka and Palisade R. R. | 91.27 | 6 | 5,306 43 | | 5,306 43 | 58 14 | | |
| 45003 | Battle Mountain to Austin | Nevada Central Rwy. | 94.01 | 6 | 4,018 93 | | 4,018 93 | 42 75 | | |
| 45004 | Mound House (n. o.) to Candalaria. | Carson and Colorado R. R. | 158.50 | 6 | | | | | | |
| | | | 395.53 | | 13,617 50 | | 13,617 50 | | | |
| CALIFORNIA. | | | | | | | | | | |
| 46001 | San Francisco to Ogden City | Central Pacific R. R. | { 82.17 892.07 } | { 7 7 } | 274,615 12 | 42,516 25 | 317,131 37 | 829 18 | { 75 00 50 00 } | Pay not fixed. |
| 46002 | San Francisco to Soledad | Southern Pacific R. R. | 143.80 | 14 | 10,524 72 | | 10,524 72 | 73 19 | | |
| 46003 | Roseville to Redding | Central Pacific R. R. | 151.45 | 7 | 18,776 77 | | 18,776 77 | 123 98 | | |
| 46004 | Vacant. | | | | | | | | | |
| 46005 | Sacramento City to Folsom City | Sacramento Valley R. R. | 23.20 | 12 | 1,289 50 | | 1,289 50 | 54 72 | | |
| 46006 | Sutton City to Napa Junction | California Pacific R. R. | 13.00 | 14 | 1,011 53 | | 1,011 53 | 77 81 | | |
| 46007 | Woodland to Graton | do | 8.14 | 6 | 414 22 | | 414 22 | 45 22 | | |
| 46008 | Valley Junction (n. o.) to Calistoga. | do | 43.80 | 13 | 2,965 44 | | 2,965 44 | 67 55 | | |
| 46009 | Marysville to Oroville | U. D. Rut-out, purchaser California Pacific R. R. | 30.00 | 6 | 1,436 40 | | 1,436 40 | 47 88 | | |
| 46010 | Lathrop to Goshen (n. o.) | Northern R. R. | 146.30 | 6 | 21,146 20 | 3,687 50 | 24,833 70 | 144 54 | 25 00 | |
| 46011 | San Francisco to Cloverdale | Central Pacific R. R. | 90.00 | 6 | 6,617 70 | | 6,617 70 | 73 53 | | |
| 46012 | Stockton to Milton. | Stockton and Northern Pacific R. R. | 50.00 | 6 | 1,849 40 | | 1,849 40 | 94 98 | | |
| 46013 | Whittington to Los Angeles | Stockton and Copperopolis R. R. | 50.00 | 6 | 1,829 81 | | 1,829 81 | 42 75 | | |
| 46014 | Huron to Yuma | Southern Pacific R. R. | { 208.38 241.62 } | { 6 6 } | 39,899 01 | 6,040 50 | 45,939 51 | 75 24 | 25 00 | { R. P. O. 241.62 miles. |

| | | 29.00 | 12 | 1,239 75 | 1,239 75 | 42 75 | | |
|-------|-----------------------------------|----------|----|------------|------------|--------|--|---------------------------|
| 46015 | El Centro to Medicine | 30.47 | 6 | 4,107 31 | 4,107 31 | 52 16 | | |
| 46016 | San Francisco to Duncan Mills | 34.04 | 6 | 2,132 43 | 2,132 43 | 01 75 | | |
| 46017 | Los Angeles to Santa Ana | 34.04 | 6 | 1,131 14 | 1,131 14 | 49 58 | | |
| 46018 | Vallejo to Guadalupe (n. o.) | 22.41 | 6 | 718 20 | 718 20 | 42 75 | | |
| 46019 | Colfax to Nevada City (n. o.) | 16.80 | 6 | 969 92 | 969 92 | 42 75 | | |
| 46020 | Nevada City to Marysville | 23.39 | 6 | 3,984 13 | 3,984 13 | 45 32 | | |
| 46021 | Los Angeles to Independence R. R. | 74.39 | 6 | 1,475 79 | 1,475 79 | 33 01 | | |
| 46022 | San Diego to Watsonville | 27.84 | 6 | 252 22 | 252 22 | 42 75 | | |
| 46023 | Thamesville to Willow | 5.90 | 6 | | | | | |
| 46024 | Galt to Lone | | 6 | | | | | |
| 46025 | West Oakland (n. o.) to Berkeley | | 6 | | | | | |
| 46026 | Vacant | | 6 | | | | | |
| 46027 | San Francisco to Alameda | 12.67 | 6 | 631 14 | 631 14 | 46 17 | | |
| 46028 | Fulton to Guerneville | 16.09 | 6 | 619 14 | 619 14 | 38 48 | | |
| 46029 | San Francisco to Sacramento | 140.04 | 6 | 16,404 46 | 16,404 46 | 117 14 | | |
| 46030 | Niles Junction to San José | 18.07 | 12 | 1,973 43 | 1,973 43 | 33 57 | | |
| 46031 | Monterey R. R. | 23.68 | 6 | 1,012 32 | 1,012 32 | 42 75 | | |
| 46032 | San Francisco to Santa Cruz | 63.33 | 6 | 3,919 01 | 3,919 01 | 47 03 | | |
| 46033 | Port Costa to Lathrop | 62.17 | 6 | 8,664 63 | 8,664 63 | 139 37 | | 25 00 |
| 46034 | Black Diamond to Nortonville | 20.20 | 6 | 1,554 25 | 1,554 25 | | | |
| 46035 | Gilroy to Tres Pinos | | 6 | 863 55 | 863 55 | 42 75 | | Formerly branch of 46002. |
| 46036 | Peters to Oakdale | 19.00 | 6 | 812 25 | 812 25 | 42 75 | | Formerly branch of 46012. |
| 46037 | San Anselmo (n. o.) to Sausalito | 11.22 | 6 | 479 65 | 479 65 | 42 75 | | Formerly branch of 46016. |
| 46038 | | 2,814.12 | | 53,768 50 | 53,768 50 | | | |
| | | | | 432,423 92 | 432,423 92 | | | |
| | | | | 486,192 42 | 486,192 42 | | | |

D.—Steamboat service as in operation on the 30th of June, 1882.

| Number of route. | State and termini. | Name of contractor. | Distance. | Total distance in each State. | Number of trips per week. | Annual pay | Annual pay in each State. | Remarks. |
|------------------|-----------------------------------------|----------------------------------------------------------------------------------------|-----------|-------------------------------|---------------------------|------------|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | MAINE. | | Miles. | Miles. | | Dollars. | Dollars. | |
| 93 | Upton to Middle Dam..... | Charles A. J. Farrar..... | 18½ | | 6 | 200 00 | | { From June 1 to September 30, 1882, partly by steamboat and partly by land. Twelve times a week two and a half months, six times a week five and a half months. Six times a week four months. Once a week, with three additional weekly trips between Portland and Bear-Harbor (13½ miles) during season of summer travel. During season of navigation. |
| 94 | Middle Dam to Errol, N. H. | do..... | 17 | | 6 | 200 00 | | |
| 95 | Bath to Booth Bay..... | Eastern Steamboat Company, H. W. Swanton, treasurer. | 18 | | | | | |
| 96 | Wiscasset to Booth Bay..... | { Sanford Steamship Company, James Littlefield, superintendent. | 20 | | | 728 22 | | Six times a week four months. |
| 97 | Boston, Mass., to Eastport, Me. | | 320 | | 1 | 500 00 | | |
| | Boston, Mass., to Machiasport, Me. | | 324 | | | 1,300 00 | | |
| 98 | Rockland to Sullivan..... | Portland, Little Chebeague and Harpswell Steamboat Company, John S. Morria, president. | 78 | | 1 | 500 00 | | Six times a week four months. |
| 99 | Portland to Chebeague Island..... | Charles W. Howard..... | 10 | | 6 | 599 00 | | |
| 100 | Rangeley to Indian Rock..... | | 10 | 815½ | | 200 00 | 4,227 22 | |
| | NEW HAMPSHIRE. | | | | | | | |
| 1099 | Wair's Bridge to Wolfborough..... | Lake Winnepiscogee Steamboat Company, B. J. Cole, president. | 30 | | | 650 00 | | { Six times a week four and two-thirds months during season of navigation. During season of navigation, from June 19 to November 1 in each year. |
| 1100 | Alton Bay to Centre Harbor..... | { Boston and Maine Railroad Company, George C. Lord, president. | 10 | | 6 | 1,600 00 | | |
| | | | 20 | 60 | 3 | | 2,250 00 | |
| | MASSACHUSETTS. | | | | | | | |
| 3097 | Boston to Hull..... | Hingham, Hull and Downer Landing Steamboat Company, George P. Cushing, superintendent. | 15 | | 6 | | | From May 1 to October 31, 1882, without expense to the department. |
| 3098 | Wool's Hull to Nantucket..... | { Nantucket and Cape Cod Steamboat Company, George Marston, president. | 30 | | | 7,875 00 | | Twelve times a week six months; six times a week six months. |

| | | | | | |
|-------|----------------------------------------------------------------|------------------------------------------------------------------------------------|----------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3000 | New Bedford to Cuttyhunk..... | Wilbur Kelley | 15 | 1,400 00 | Six times a week three months; once a week nine months. |
| 3100 | New Bedford to Edgartown..... | New Bedford, Vineyard and Nantucket Steamboat Company, A. G. Pierce, treasurer. | 34 | 2,000 00 | |
| | | | 94 | 11,375 00 | |
| 4098 | Block Island to Norwich..... | Norwich, New London and Watch Hill Steamboat Company, P. B. Greene, secretary. | 53 | | Twice a week during the summer season, without expense to the department. |
| 4099 | Newport to Wickford Junction, n. o. | Newport and Wickford Railroad and Steamboat Company, Theo. Warren, superintendent. | 15.4 | 8,947 57 | Twenty-five times a week five months; eighteen times a week seven months. |
| 4100 | { Block Island to Newport..... { Newport to Providence..... | { Martin V. Ball..... { | 30 30 | 2,445 00 | Six times a week three months; three times a week nine months. From June 16 to September 15 in each year. |
| | | | 133.4 | 11,392 57 | |
| | NEW YORK. | | | | |
| 6764 | Plattsburgh, N. Y., to Burlington, Vt. | Champlain Transportation Company. | 24 | 1,050 00 | Six times a week nine months. |
| 6765 | Geneva to Watkins..... | Seneca Lake Steam Navigation Company. | 47 | 2,500 00 | |
| 6766 | Lake George to Fort Ticonderoga. | Champlain Transportation Company. | 40 | 600 00 | Six times a week four months. |
| 6767 | Harlem River to Jersey City, N. J. | New England Transfer Company. | 114 | 900 00 | One way only. |
| 6768 | Brooklyn to Jersey City, N. J. | Brooklyn Annex Company. | 36 | 1,825 00 | Six times a week nine months. |
| 6853 | Penn Yan to Hammondport..... | Kent's Navigation Company. | 21 | 350 00 | |
| | | | 1454 | 7,225 00 | |
| | MARYLAND. | | | | |
| 10092 | Baltimore to Queenstown..... | Chester River Steamboat Company. | 40 | 375 00 | Six times a week on 110 miles eight months; 2 times a week on 40 miles eight months; 2 times a week on 110 miles four months; and once a week on 40 miles four months. |
| 10094 | Baltimore to Chestertown..... | W. C. Ellison, manager, &c. | 35 | 175 00 | |
| | Baltimore to Wilson's Wharf, n. o. | Eastern Shore Steamboat Company. | 150 | 4,200 00 | |
| 10096 | Baltimore to Saint Michael's..... | H. C. Dodson, general agent, &c. | 62 | 156 00 | |
| 10097 | Washington to Glymont..... | Thomas Adams. | 294 | 2,130 00 | |
| 10098 | Baltimore to Benedict..... | Henry Williams. | 2 | 1,800 00 | |
| 10099 | Baltimore to Freeport..... | H. B. Ensign, president Maryland Steamboat Company. | 200 | 1,800 00 | |
| 10100 | Baltimore to Cambridge..... | do | 95 | 2,400 00 | |
| | | | 7344 | 13,036 00 | |

D.—Steamboat service as in operation on the 30th of June, 1882.—Continued.

| Number of route. | State and terminal. | Name of contractor. | Distance. | Total distance in each State. | Number of trips per week. | Annual pay. | Annual pay in each State. | Remarks. |
|------------------|--------------------------------------|----------------------------------------------------------------|---------------|-------------------------------|---------------------------|-----------------|---------------------------|----------------------------------------------------------------|
| | | | <i>Miles.</i> | <i>Miles.</i> | | <i>Dollars.</i> | <i>Dollars.</i> | |
| | VIRGINIA. | | | | | | | Three trips a week for ten months. |
| 11092 | Franklin City to Chincoteague Island | Old Dominion Steamship Company | 7 | | 6 | 500 00 | | |
| 11095 | West Point to Baltimore | Baltimore, Chesapeake and Richmond Steamboat Company. | 196 | | | 1,800 00 | | |
| 11096 | Norfolk to Baltimore | Baltimore Steam Packet Company | 180 | | 6 | 18,000 00 | | |
| 11097 | Norfolk to Eastville | Old Dominion Steamship Company | 57 | | 3 | 3,500 00 | | |
| 11098 | Norfolk to Matthews Court-House | do | 60 | | 3 | 3,000 00 | | |
| 11099 | Norfolk to Richmond | Virginia Steamboat Company | 151 | | 3 | 7,000 00 | | |
| 11100 | Fredericksburgh to Baltimore | Henry Williams | 323½ | 97½ | 2 | 3,749 94 | 87,549 94 | |
| | WEST VIRGINIA. | | | | | | | |
| 12098 | Wheeling to Parkersburgh | Charles H. Booth, president | 96 | | 6 | 8,000 00 | | |
| 12099 | Parkersburgh to Pomeroy | Williamson & Maddy | 87½ | | 6 | 7,800 00 | | |
| 12100 | Charleston to Gallipolis | J. E. Reeside | 62 | 245½ | 6 | 3,940 00 | 19,740 00 | |
| | NORTH CAROLINA. | | | | | | | Six times a week on 20 miles; three times a week on 108 miles. |
| 13091 | Plymouth to Jameville | A. Fisher | 11 | | 6 | 1,080 00 | | |
| 13094 | Norfolk to Manteo | Isalah Cause | 124½ | | 3 | 4,350 00 | | |
| 13097 | Plymouth to Franklin | Zimri McDonald | 128 | | | 5,036 43 | | |
| 13098 | Plymouth to Windsor | do | 30 | | 3 | 793 00 | | |
| 13099 | Wilmington to Smithville | Joseph Blabey | 28 | | 6 | 1,559 00 | | |
| 13100 | Wilmington to Fayetteville | B. G. Worth | 112 | 435½ | 1 | 972 50 | 13,790 93 | |
| | SOUTH CAROLINA. | | | | | | | |
| 14099 | Charleston to Moultrieville | William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company. | 7½ | | 7 | 481 00 | | |
| 14100 | Charleston to Edisto Island | Peter Foglio | 43 | 50½ | 1 | 400 00 | 881 00 | |

| | | | | | | | | |
|--------------|----------|-------------------------------------|-------|-----------|----|-----------|-----------|--------------------------------------------------------------------------------------------------------------------------|
| 15100 | Georgia. | Brunswick to Saint Simon's Mills. | 8 | 8 | 6 | 475 00 | 475 00 | |
| FLORIDA. | | | | | | | | |
| 16003 | | New Orleans, La., to Havana, Cuba. | 882 | | 1 | 1,200 00 | | Gratuitous service. \$200 per round trip. 6 for six months. 3 for six months. 6 to Saint Mary's. 2 the residue. |
| 16007 | | Jacksonville to Fort George | 26 | | 6 | 3,145 00 | | |
| 16008 | | Milton to Warrington | 344 | | 6 | 10,400 00 | | |
| 16009 | | New York, N. Y., to Galveston, Tex. | 2,075 | | 1 | 2,121 22 | | |
| 16000 | | Palatka to Crescent City | 314 | | | 2,060 00 | | |
| 16001 | | George W. Beach and John W. Miller | 2884 | | 2 | 3,000 00 | | |
| 16002 | | Cedar Keys to Key West | 85 | | | 2,107 78 | | |
| 16003 | | Fernandina to King's Ferry | 102 | | 2 | 3,000 00 | | |
| 16007 | | Pensacola to Freeport | 102 | | 6 | 18,007 45 | | |
| 16009 | | Jacksonville to Enterprise | 20644 | | 2 | 4,000 00 | | |
| 16008 | | Chattahoochee to Apalachicola | 136 | 3,827 1/4 | | 75,041 45 | | |
| ALABAMA. | | | | | | | | |
| 17008 | | Rome, Ga., to Gadsden | 155 | | 2 | 1,639 36 | | 7 for six months. 3 for six months. |
| 17007 | | Mobile to Demopolis | 240 | | 1 | 2,600 00 | | |
| 17009 | | Mobile to Point Clear | 26 | 421 | | 3,000 00 | 7,289 36 | |
| MISSISSIPPI. | | | | | | | | |
| 18007 | | English Lookout, La., to Galveston | 244 | 244 | 6 | 1,275 50 | 1,275 50 | |
| TENNESSEE. | | | | | | | | |
| 19008 | | London to Kingston | 30 | | 6 | 1,579 12 | | |
| 19009 | | Chattanooga to King's Creek | 109 | 139 | 2 | 1,640 00 | 3,219 12 | |
| KENTUCKY. | | | | | | | | |
| 20007 | | Louisville to Evansville | 217 | | 6 | 15,000 00 | | |
| 20008 | | Evansville to Cairo | 202 | | 6 | 15,000 00 | | |
| 20009 | | Bowling Green to Evansville | 198 | | 2 | 4,800 00 | | |
| 20100 | | Johnsonville to Waterloo | 148 | 765 | 2 | 3,415 39 | 38,215 39 | |
| OHIO. | | | | | | | | |
| 21008 | | Zanesville to Marietta | 27 | 48 | 12 | 6,388 00 | | |
| 21009 | | Portsmouth to Cincinnati | 1274 | 6 | 6 | 9,000 00 | | |
| 21100 | | Huntingdon to Gallipolis | 454 | 2484 | 6 | 2,509 78 | 17,957 78 | |

D.—Steamboat service as in operation on the 30th June, 1882—Continued.

| Number of route. | State and termini. | Name of contractor. | Distance. | Total distance in each State. | Number of trips per week. | Annual pay. | Annual pay in each State. | Remarks. |
|------------------|--------------------------------------------|---------------------------------------------------------|-----------|-------------------------------|---------------------------|-------------|---------------------------|----------------------------------------------------------------------------------------------|
| | MICHIGAN. | | Miles. | Miles. | | Dollars. | Dollars. | |
| 24084 | Mackinaw City to Saint Ignace..... | Mackinaw Transportation Company..... | 6 | | 6 | 1,000 00 | | \$20 per round trip during season of navigation. Star service during close of navigation. |
| 24097 | Manistee to Milwaukee, Wis..... | Engelman Transportation Company..... | 130 | | 6 | | | |
| 24098 | L'Anse to Hancock..... | L'Anse, Hancock, & Houghton Transportation Company..... | 35 | | 6 | 3,000 00 | | |
| 24099 | Bay City to Alpena..... | Darius Cole & Ira F. Holt..... | 123 | 294 | 6 | | 14,963 83 | |
| | MISSOURI. | | | | | | | |
| 28098 | Saint Louis to Keokuk, Iowa..... | R. C. Kerens..... | 231 | | 6 | 15,000 00 | | \$45 per round trip during season of navigation. |
| 28100 | Saint Louis to Memphis, Tenn..... | John A. Scudder..... | 453 | 684 | 3 | 25,000 00 | 40,000 00 | |
| | ARKANSAS. | | | | | | | |
| 28050 | Memphis, Tenn. to Friar's Point, Miss..... | H. M. Norton..... | 111 | | 3 | 3,900 00 | | |
| 28051 | Memphis, Tenn. to Osceola..... | J. G. Andrews..... | 96 | | 2 | 6,000 00 | | { Twice a week from November 1 to April 30; once a week the rest of the year. |
| 28054 | Terrene, Miss. to Pine Bluff..... | Jno. N. Harbin..... | 140 | | 2 | 8,800 00 | | |
| 28063 | Vicksburg, Miss. to Greenville, Miss..... | J. D. Adams..... | 155 | | 3 | 17,024 52 | | |
| 28064 | Memphis, Tenn. to Greenville, Miss..... | do..... | 261 | | 8 | 30,000 00 | | |
| 28068 | Monroe, La. to Red River Landing, La..... | J. W. Blanks..... | 285 | | | 4,900 00 | | { Once a week eight months; three times a week four months. |
| 28069 | Helena to Wittenburg..... | W. R. Righton..... | 98 | 1,147 | 1 | 1,560 00 | 71,584 82 | |
| | LOUISIANA. | | | | | | | |
| 30084 | Baton Rouge to Bayou Sara..... | B. H. Peterson..... | 82 | | 6 | 9,975 00 | | |
| 30090 | New Orleans to Grand Isle..... | John F. Krans..... | 94 | | | 2,964 44 | | { Once a week eight months; three times a week four months. |
| 30092 | Lake Charles to Camerton..... | James H. Price..... | 48 | | 2 | 2,860 00 | | |
| 30096 | New Orleans to Vicksburg, Miss..... | Leathers, Tobin & Cannon..... | 408 | | 3 | 25,000 00 | | |
| 30097 | New Orleans to Houma, La..... | Milton B. Mummy..... | 110 | | 2 | 4,500 00 | | |

| | | | | | | | |
|-----------------------|----------------------------------------|--------------------------------------------------------|-------------------|----------------|--------|------------------|-----------------------------------------------------------------------------------|
| 30006 | New Orleans to Charleston | W. G. Cogle | 62 | | | 5,700 00 | Six times a week six months; three times a week six months. |
| 30100 | New Orleans to Port Eads | Kouns, Seavell, O'Pry & Russell | { 116 } { 12 } | { 3 } { 1 } | 801 | 6,400 84 | |
| | | | | | | <u>67,450 28</u> | |
| TEXAS. | | | | | | | |
| 31000 | Houston to Lynchburgh | L. F. Allen | 27 | 3 | | 400 00 | Twice a month, or as much oftener as steamships may run, at \$200 per round trip. |
| 31100 | Morgan City, La., to Isabel, Tex. | Morgan's La. and Texas Railroad and Steamship Co. | 465 | 492 | | 4,800 00 | |
| | | | | | | <u>5,200 00</u> | |
| WASHINGTON TERRITORY. | | | | | | | |
| 43003 | Stellacoom City to Arundale | H. A. Lawton | 10 | 1 | | 240 00 | One round trip per month. |
| 43005 | Port Townsend to Neah Bay | James Brittain | 101 | 1 | | 3,360 00 | |
| 43006 | Port Townsend to Sitka, Alaska | Goodall, Perkins & Co. | 897 | | | 14,800 00 | |
| 43007 | Port Townsend to Semiahmoo | Wm. F. Munroe | 130 | 1 | | 2,974 00 | |
| 43008 | Seattle to Sehome | James C. Brittain | { 135 } { 27 } | { 2 } { 1 } | | 4,560 65 | |
| 43009 | New Tacoma to Port Townsend | Lewis M. Starr | 893 | 6 | 1,3903 | 29,700 00 | |
| | | | | | | <u>58,654 65</u> | |
| OREGON. | | | | | | | |
| 44009 | Portland to The Dalles | Oregon Steam Navigation Co. | 117 | 6 | | 7,487 00 | |
| 44100 | Portland to Astoria | do | 98 | 6 | | 4,980 00 | |
| | | | | | 215 | <u>12,477 00</u> | |
| CALIFORNIA. | | | | | | | |
| 46003 | Eureka to Arcata | G. W. R. Yocum | 8 | 6 | | 600 00 | Six times a week for six months and three times a week for six months. |
| 46005 | Lakeport to East Lake | Wm. Gieselman | 18 | 3 | | 889 41 | |
| 46006 | San Francisco to Eureka | Pacific Coast Steamship Co. | 216 | 1 | | 5,000 00 | |
| 46008 | Tahoe to Tahoe | Arthur Lynum and Frank H. Fish | 464 | | | 2,400 00 | |
| 46009 | San Francisco to Sacramento City | California Steam Navigation Co. | 230 | 6 | | 8,000 00 | Four trips per month. |
| 46100 | San Francisco to Portland, Oreg. | Oregon Steamship Co. | 676 | 1,1043 | | 22,000 00 | |
| | | | | | | <u>38,889 41</u> | |

E.—Table showing the increase and decrease in mail transportation and cost during the year ended June 30, 1892.

| States and Territories. | CELEBRITY, CERTAINTY, AND SECURITY. | | | | STEAMBOAT. | | | | RAILROAD. | | | | Total annual transportation. | | | | Total annual cost. | |
|-------------------------|-------------------------------------|-----------|-----------|-----------|-------------------|-----------|-----------|-----------|-------------------|-----------|-----------|-----------|------------------------------|-----------|-----------|-----------|--------------------|-----------|
| | Length of routes. | | Cost. | | Length of routes. | | Cost. | | Length of routes. | | Cost. | | Increase. | | Decrease. | | Increase. | Decrease. |
| | Increase. | Decrease. | Increase. | Decrease. | Increase. | Decrease. | Increase. | Decrease. | Increase. | Decrease. | Increase. | Decrease. | Increase. | Decrease. | Increase. | Decrease. | | |
| Maine | Miles. | Dollars. | Miles. | Dollars. | Miles. | Dollars. | Miles. | Dollars. | Miles. | Dollars. | Miles. | Dollars. | Miles. | Dollars. | Miles. | Dollars. | Dollars. | Dollars. |
| New Hampshire | 20 | 4,787 | 163 | 900 | 55 | 400 | 11 | 6,307 | 232,404 | 3,181 | 1,175 | 7,018 | 1,175 | 7,018 | 1,175 | 7,018 | | |
| Vermont | 14 | 4,732 | 5 | | 1 | 400 | 11 | 6,307 | 270,043 | 3,181 | 1,175 | 7,018 | 1,175 | 7,018 | 1,175 | 7,018 | | |
| Massachusetts | 28 | 8,389 | 8 | 620 | 183 | 55 | 121,203 | 4,835 | 1,440,909 | 24,792 | 2,579 | | 123,397 | | 2,579 | | | |
| Rhode Island | 15 | | 28 | | 2 | | 35,244 | | 376,253 | 66,755 | 33,405 | | 33,405 | | 33,405 | | | |
| Connecticut | 28 | 1,839 | 27 | 1,225 | 134 | 1,225 | 135,646 | | 1,424,388 | 145,944 | 145,944 | | 145,944 | | 145,944 | | | |
| New York | 2,001 | 4,572 | 89 | 5,500 | 105 | 5,500 | 24,369 | | 377,943 | 19,797 | 19,797 | | 19,797 | | 19,797 | | | |
| New Jersey | 46 | 35,698 | 21 | 1,395 | 16 | 1,395 | 89,850 | | 1,212,708 | 48,652 | 48,652 | | 48,652 | | 48,652 | | | |
| Pennsylvania | 163 | 87 | 21 | 3,940 | 2 | 3,940 | 3,555 | | 3,555 | 3,642 | 3,642 | | 3,642 | | 3,642 | | | |
| Delaware | 14 | | 21 | | 16 | | 40,359 | | 515,948 | 36,438 | 36,438 | | 36,438 | | 36,438 | | | |
| Maryland | 82 | 2,526 | 340 | 9,077 | 396 | 9,077 | 67,117 | | 814,228 | 37,651 | 37,651 | | 37,651 | | 37,651 | | | |
| Virginia | 371 | 3,847 | 62 | 4,573 | 13 | 4,573 | 9,926 | | 359,858 | 10,019 | 10,019 | | 10,019 | | 10,019 | | | |
| West Virginia | 355 | 1,388 | | | 55 | | | | 105,867 | 7,672 | 7,672 | | 7,672 | | 7,672 | | | |
| North Carolina | 128 | 371 | | | 192 | | | | 227,054 | 16,156 | 16,156 | | 16,156 | | 16,156 | | | |
| South Carolina | 289 | | | | 10 | | | | 189,871 | | | | 189,871 | | 189,871 | | | |
| Georgia | 180 | 896 | 275 | 4,125 | 31 | 4,125 | 4,242 | | 67,189 | | | | 67,189 | | 67,189 | | | |
| Florida | 258 | 6,603 | 804 | 15,018 | 84 | 15,018 | 1,598 | | 136,535 | | | | 136,535 | | 136,535 | | | |
| Alabama | 229 | 7,642 | 445 | 7,216 | 69 | 7,216 | 1,290 | | 146,493 | | | | 146,493 | | 146,493 | | | |
| Mississippi | 87 | 35,363 | 219 | 5,818 | 130 | 5,818 | 33,071 | | 200,393 | | | | 200,393 | | 200,393 | | | |
| Tennessee | 71 | 1,316 | 97 | 2,585 | 298 | 2,585 | 64,194 | | 129,016 | | | | 129,016 | | 129,016 | | | |
| Kentucky | 278 | 6,038 | 13 | 7,882 | 839 | 7,882 | 129,592 | | 788,504 | | | | 788,504 | | 788,504 | | | |
| Ohio | 69 | | | | 38 | | | | 87,353 | | | | 87,353 | | 87,353 | | | |
| Indiana | 189 | 1,920 | 494 | 2,567 | 338 | 2,567 | 14,689 | | 419,670 | | | | 419,670 | | 419,670 | | | |
| Illinois | 21 | 6,532 | | | 263 | | 5,024 | | 73,792 | | | | 73,792 | | 73,792 | | | |
| Michigan | 251 | 2,695 | 390 | 3,900 | 390 | 3,900 | 38,619 | | 69,835 | | | | 69,835 | | 69,835 | | | |
| Wisconsin | 10 | 3,987 | 785 | 17,363 | 785 | 17,363 | 17,363 | | 213,318 | | | | 213,318 | | 213,318 | | | |
| Iowa | 706 | 12,978 | | | 258 | | 44,499 | | 106,093 | | | | 106,093 | | 106,093 | | | |
| Missouri | 207 | 17,637 | | | 98 | | 6,128 | | 390,590 | | | | 390,590 | | 390,590 | | | |
| Arkansas | 290 | 73,346 | 757 | 62,267 | 98 | 62,267 | 13,147 | | 130,308 | | | | 130,308 | | 130,308 | | | |
| Louisiana | 94 | 87,268 | 1,238 | 45,485 | 91 | 45,485 | 13,147 | | 104,352 | | | | 104,352 | | 104,352 | | | |
| Texas | 2,697 | 824,491 | 27 | 400 | 1,533 | | 196,759 | | | | | | | | | | | |

INCREASE AND DECREASE IN MAIL TRANSPORTATION. 131

| | | | | | | | | | |
|----------------------|-------|-----------|-------|-------|-------|---------|---------|------------|-----------|
| Indian Territory | 138 | 72,612 | ..... | ..... | ..... | ..... | 172,025 | ..... | 72,612 |
| Kansas | 516 | 24,082 | ..... | ..... | ..... | ..... | 10,926 | ..... | 23,896 |
| Nebraska | 441 | 10,300 | ..... | ..... | ..... | ..... | 83,253 | ..... | 634 |
| Dakota Territory | 644 | 73,304 | ..... | ..... | ..... | ..... | 18,180 | ..... | 73,204 |
| Montana Territory | 317 | 74,028 | ..... | ..... | ..... | ..... | 280,333 | ..... | 74,028 |
| Wyoming Territory | 103 | 11,133 | ..... | ..... | ..... | ..... | 98 | ..... | 11,133 |
| Colorado | 797 | 173,803 | ..... | ..... | ..... | ..... | ..... | ..... | 74,003 |
| New Mexico Territory | 144 | 60,049 | ..... | ..... | ..... | ..... | 221,901 | ..... | 54,913 |
| Arizona Territory | 122 | 45,920 | ..... | ..... | ..... | ..... | ..... | ..... | 45,920 |
| Utah Territory | 88 | 27,984 | ..... | ..... | ..... | ..... | 85,808 | ..... | 27,984 |
| Idaho Territory | 118 | ..... | ..... | ..... | ..... | ..... | 22,936 | ..... | 2,371 |
| Washington Territory | 401 | ..... | ..... | ..... | ..... | ..... | 182,721 | ..... | 11,381 |
| Oregon | 145 | 141,044 | ..... | ..... | ..... | ..... | 280,289 | ..... | ..... |
| Nevada | 116 | 44,075 | ..... | ..... | ..... | ..... | 2,004 | ..... | ..... |
| California | 211 | 28,742 | ..... | ..... | ..... | ..... | 67 | ..... | ..... |
| | | | 530 | 4,600 | ..... | ..... | 325 | ..... | ..... |
| Total | 5,031 | 1,430,708 | 65 | 5,769 | 9,100 | 188,248 | 79 | 1,232,421 | 92,605 |
| | 8,709 | 27,202 | ..... | ..... | ..... | ..... | ..... | 10,190,526 | 3,422,855 |
| Increase | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 771,837 |
| Decrease | 3,678 | 1,403,506 | ..... | 5,704 | ..... | 179,148 | ..... | 6,776,671 | ..... |
|  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 442,638 |

F. — Statement of expeditied star service.

[This statement extends only to April 30, 1881, inclusive.]

| Year. | Route. | Termini. | Annual pay. | Second Assistant Postmaster-General. | Pay for expedition. | Order dated. | Order took effect. | Contractor. |
|-------------------------------|----------------|--------------------------------------------------------|-------------|--------------------------------------|---------------------|---------------|--------------------|--------------------------|
| Jan. 1, 1872 to June 30, 1874 | 7584, Ark | Fayetteville to Saint Paul | \$1,800 00 | John L. Rountt | \$1,800 00 | Mar. 5, 1874 | Mar. 15, 1874 | W. Shreve. |
| | 7683, Ark | Clarksville to Saint Paul | 4,000 00 | do | 400 00 | Mar. 5, 1874 | Mar. 15, 1874 | R. C. Kernus. |
| | 8031, La | Red River Landing to Alexandria | 11,700 00 | do | 5,118 75 | Jan. 21, 1873 | Feb. 1, 1873 | Peterson & Searla. |
| | 8087, La | Alexandria to Shreveport | 8,970 00 | do | 4,850 45 | Feb. 1, 1873 | Feb. 1, 1873 | Do. |
| | 8534, Tex. | San Antonio to Corpus Christi | 13,200 00 | do | 14,143 20 | Jan. 11, 1873 | Jan. 10, 1873 | W. D. Kittle. |
| | 14773, Cal | Tellama to Portland, side supply. | 142,861 00 | do | 45,945 00 | June 8, 1872 | July 1, 1872 | B. Barlow. |
| | 14788, Cal | Red Bluffs to Yreka. | 1,192 00 | do | 1,192 00 | July 2, 1872 | July 16, 1872 | M. D. Thompson. |
| | 14894, Cal | Cloverdale to Upper Clear Lake. | 1,870 00 | do | 937 50 | Oct. 22, 1873 | Nov. 1, 1873 | J. Grant. |
| | 14943, Cal | San Bernardino to Spadra. | 32,667 00 | do | 7,187 00 | Jan. 24, 1874 | Jan. 24, 1874 | W. Hamilton. |
| | 32254, Kans. | Union to Los Angeles | 3,379 13 | do | 2,373 13 | Dec. 21, 1874 | Jan. 1, 1875 | M. L. Bangs. |
| Year ending June 30, 1875 | 32122, Kans. | Wichita to Arkansas City | 3,234 00 | do | 2,158 00 | Dec. 26, 1874 | Jan. 1, 1875 | J. Call. |
| | 33122, Colo | Solomon City to Cawker City | 2,295 00 | do | 1,200 00 | Feb. 13, 1875 | Mar. 1, 1875 | C. H. Cotter. |
| | 33120, N. Mex | Manitou to Fair Play | 55,000 00 | do | 45,000 00 | Dec. 1, 1874 | Dec. 1, 1874 | Kernus & Mitchell. |
| | 39110, N. Mex | Manitou to San Diego | 17,385 00 | do | 6,519 00 | June 3, 1874 | July 1, 1874 | C. H. Cotter. |
| | 46128, Cal | Delano to Los Angeles | 13,725 40 | do | 5,992 00 | Dec. 8, 1874 | Jan. 1, 1875 | W. Buckley. |
| | 46138, Cal | Bakersfield to Lone Pine; side supply to Panamint. | 9,702 48 | James N. Tynes | 957 00 | Aug. 5, 1875 | Aug. 5, 1875 | U. E. Fisher. |
| | 29174, Ark | Fort Smith to Pierce City; side supply to Lee's Creek. | 4,343 12 | do | 3,881 60 | Nov. 2, 1875 | Nov. 2, 1875 | A. P. Curry. |
| | 29118, Ark | Albion to Fort Smith | 9,100 00 | do | 6,000 00 | Dec. 14, 1875 | Nov. 15, 1875 | J. C. Kinzey. |
| | 31436, Tex | Fredericksburg to Fort Concho | 3,218 00 | do | 1,792 00 | Feb. 21, 1876 | Nov. 15, 1875 | Do. |
| | 31187, Tex | Avault to Fredericksburgh | 1,170 00 | do | 1,350 00 | June 9, 1875 | July 1, 1875 | J. Hale. |
| Year ending June 30, 1877 | 31124, Neb | Edgemo to Jewell Centre | 1,900 00 | Thomas J. Brady | 1,800 00 | Feb. 10, 1877 | Feb. 15, 1877 | H. M. Vail. |
| | 29117, Mo | Saint Joseph to Albany | 1,800 00 | do | 1,750 00 | Aug. 18, 1876 | Aug. 20, 1876 | J. C. Kinzey. |
| | 29113, Ark | Little Rock to Pine Bluff | 3,137 25 | do | 2,642 75 | Oct. 23, 1876 | Feb. 23, 1877 | J. G. Battistord. |
| | 29236, Ark | Fayetteville to Ozark | 11,700 00 | do | 11,700 00 | Feb. 5, 1877 | Feb. 8, 1877 | Vail, Kernus & Mitchell. |
| | 32601, Ind. T. | Calwell to Fort Sill | 1,835 50 | do | 2,039 44 | Mar. 12, 1877 | Mar. 19, 1877 | H. M. Vail. |
| | 33063, Kans | Greenleaf to Clay Centre | 9,256 57 | do | 38,361 46 | Feb. 15, 1877 | Mar. 1, 1877 | G. M. Brown. |
| | 37106, Wyo. | Green River City to Spotted Tail | 12,350 44 | do | 35,559 61 | Mar. 2, 1877 | Mar. 16, 1877 | J. H. Gilbert. |
| | 38137, Colo | West Las Animas to Santa Fe | 50,558 00 | do | 17,227 00 | Aug. 12, 1876 | Sept. 1, 1876 | H. Tisdale. |
| | 40102, Ariz | Prewett to San Bernardino | 33,700 00 | do | 16,065 00 | Mar. 26, 1877 | Apr. 1, 1877 | A. Van Dusen. |
| | 40108, Ariz | Wickenburg to Florence | 4,499 00 | do | 6,073 65 | Mar. 26, 1877 | Apr. 1, 1877 | J. J. Hinds. |
| Year ending June 30, 1878 | 44138, Oreg | Ashland to Lake City | 5,031 25 | do | 2,204 23 | Mar. 13, 1877 | Apr. 1, 1877 | Hallon & Garrett. |
| | 38141, Colo | Canon City to Lake City | 18,510 00 | do | 16,964 19 | Mar. 2, 1877 | Mar. 16, 1877 | W. L. Richard. |
| | 38156, Colo | La Veta to Del Norte | 2,923 84 | do | 3,411 26 | Mar. 2, 1877 | Mar. 16, 1877 | C. N. Bishop. |
| | 38156, Colo | San Antonio to Eagle Pass | 8,962 00 | do | 23,173 00 | July 7, 1877 | July 15, 1877 | J. C. Kinzey. |
| | 33065, Dak | Biernack to Deadwood | 19,000 00 | do | 4,750 00 | May 31, 1878 | June 1, 1878 | N. W. S. Exp. and |
| | 40293, Cal | Yreka to Shasta | 4,000 00 | do | 13,253 32 | June 25, 1878 | July 1, 1878 | C. W. Foster. |
| | 40297, Cal | Shastaville to Lakeview, Oreg | 6,975 00 | do | 6,975 00 | July 10, 1878 | Aug. 1, 1878 | C. J. Salisbury. |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

| | | | | | | | |
|-----------------|----------------------------------------------|------------|----|------------|----------------|---------------|------------------------------------|
| 46287, Cal | Willow Ranch to Reno | 3,425 00 | do | 10,275 00 | July 10, 1878 | Aug. 1, 1878 | Do. |
| 35040, Dak | Pargo to Pembina | 17,000 00 | do | 8,500 00 | June 30, 1878 | Aug. 1, 1878 | L. Voorhees. |
| 38144, Cal | Fort Garland to Santa Fe (with side supply). | 5,337 11 | do | 9,500 05 | June 26, 1878 | July 1, 1878 | C. W. Foster. |
| 31454, Tex | Fort Worth to Yuma | 134,000 00 | do | 185,000 00 | Aug. 6, 1878 | Aug. 15, 1878 | J. T. Childrester. |
| 29102, Ark | Fayetteville to Pierce City | 3,091 00 | do | 3,091 00 | Aug. 3, 1878 | Aug. 16, 1878 | G. L. McDonaugh. |
| 29103, Ark | Fayetteville to Alma | 1,183 00 | do | 1,183 00 | Aug. 3, 1878 | Aug. 16, 1878 | Do. |
| 32253, Kans | El Dorado to Winfield | 1,334 00 | do | 698 00 | Sept. 30, 1878 | Oct. 1, 1878 | H. Tisdale. |
| 46245, Kans | Redding to Weaverille | 2,000 00 | do | 3,733 33 | Sept. 25, 1878 | Oct. 1, 1878 | C. W. Foster. |
| 42121, Idaho | Eagle Rock to Salmon City | 4,750 00 | do | 4,750 00 | Sept. 25, 1878 | Oct. 1, 1878 | T. A. McDewitt. |
| 42122, Idaho | Richfield to Kanab | 7,170 00 | do | 7,170 00 | Sept. 25, 1878 | Oct. 1, 1878 | F. W. Gilmer. |
| 38131, Colo | Canon City to Del Norte | 8,656 73 | do | 18,351 64 | Sept. 20, 1878 | Oct. 1, 1878 | C. W. Foster. |
| 38150, Colo | Saguache to Lake City | 3,426 00 | do | 15,437 12 | Sept. 20, 1878 | Oct. 1, 1878 | J. R. Miner. |
| 38128, Colo | Fair Play to Helena | 1,162 20 | do | 1,825 25 | Sept. 30, 1878 | Oct. 1, 1878 | J. W. Dorsey. |
| 38127, Colo | Divide to Ore City | 1,477 00 | do | 4,307 91 | Sept. 30, 1878 | Oct. 1, 1878 | H. W. Fortna. |
| 38126, Tex | San Antonio to Laredo | 4,147 50 | do | 2,053 50 | Oct. 23, 1878 | Nov. 1, 1878 | C. Bain. |
| 32256, Ark | Lilla Rock to Monticello | 4,730 00 | do | 4,379 62 | Oct. 23, 1878 | Nov. 1, 1878 | K. W. Parker. |
| 43115, Nev | Barf Mountain to Austin | 7,300 00 | do | 7,300 00 | Oct. 15, 1878 | Oct. 15, 1878 | H. White. |
| 40120, Cal | Soliated to Newhall | 29,000 00 | do | 21,700 00 | Oct. 1, 1878 | Oct. 15, 1878 | O. J. Salisbury and M. V. Nichols. |
| 40112, Ariz | Tres Alamos to Clifton | 1,568 00 | do | 9,408 00 | June 16, 1879 | June 16, 1879 | J. W. Dorsey. |
| 44135, Oreg | The Dalles to Baker City | 8,268 00 | do | 18,648 00 | Oct. 29, 1878 | Nov. 15, 1878 | J. M. Peck. |
| 38146, Colo | Garland to Ouray | 19,000 00 | do | 15,994 77 | Oct. 1, 1878 | Oct. 1, 1878 | L. Voorhees. |
| 32020, Ind. T | Camp Supply to Dodge City | 1,141 50 | do | 1,712 25 | Oct. 4, 1878 | Oct. 7, 1878 | J. R. Miner. |
| 32021, Ind. T | Camp Supply to Fort Elliott | 2,460 00 | do | 3,600 00 | Oct. 4, 1878 | Oct. 7, 1878 | Do. |
| 32018, Ind. T | Caldwell to Fort Sill | 15,200 00 | do | 19,000 00 | Oct. 14, 1878 | Oct. 21, 1878 | J. M. Peck. |
| 39109, N. Mex | Las Vegas to Las Cruces | 17,214 17 | do | 21,878 55 | Oct. 3, 1878 | Nov. 15, 1878 | C. Cosgrove. |
| 40101, Ariz | Prescott to Santa Fe | 13,313 00 | do | 43,486 34 | Oct. 3, 1878 | Nov. 1, 1878 | G. L. McDonaugh. |
| 34156, Nebr | Stacey to Deadwood | 9,775 00 | do | 19,285 00 | Nov. 26, 1878 | Dec. 1, 1878 | T. A. McDewitt. |
| 35050, Dak | Bismarck to Deadwood | 17,000 00 | do | 7,866 00 | Nov. 26, 1878 | Dec. 1, 1878 | Do. |
| 39104, N. Mex | Santa Fe to Fort Stanton | 1,748 00 | do | 40,841 17 | Nov. 25, 1878 | Dec. 16, 1878 | J. R. Miner. |
| 39103, N. Mex | Santa Fe to Mealla | 26,200 00 | do | 40,841 17 | Nov. 25, 1878 | Dec. 16, 1878 | J. R. Price. |
| 45103, Nev | Carson City to Aurora | 7,340 00 | do | 10,539 49 | Dec. 23, 1878 | Jan. 1, 1879 | V. H. Pease. |
| 45105, Nev | Aurora to Bodie | 9,533 33 | do | 1,120 04 | Dec. 23, 1878 | Jan. 1, 1879 | V. H. Pease. |
| 45101, Nev | Reno to Susanville | 8,660 00 | do | 7,422 00 | Dec. 30, 1878 | Dec. 16, 1878 | J. M. Peck. |
| 46247, Cal | Redding to Alturas | 8,982 00 | do | 26,946 00 | Dec. 30, 1878 | Dec. 16, 1878 | W. Hamilton. |
| 46136, Cal | Caliente to Independence | 24,970 00 | do | 11,314 33 | Dec. 19, 1878 | Jan. 1, 1879 | J. W. Dorsey. |
| 44154, Oreg | The Dalles to Lake View | 9,229 41 | do | 11,077 59 | Dec. 23, 1878 | Jan. 1, 1879 | J. M. Peck. |
| 44160, Oreg | Canyon City to Camp McDermott | 2,888 00 | do | 18,012 00 | Dec. 23, 1878 | Jan. 1, 1879 | G. H. Platt. |
| 38107, Mont | Horeman to Fort Kough | 16,500 00 | do | 16,500 00 | Dec. 5, 1878 | Dec. 16, 1878 | T. A. McDewitt. |
| 38124, Mont | Watson to Deer Lodge | 4,821 00 | do | 7,590 00 | Dec. 21, 1878 | Jan. 1, 1879 | Do. |
| 38115, Mont | Helena to Missoula | 6,425 00 | do | 9,667 50 | Dec. 21, 1878 | Jan. 1, 1879 | O. J. Salisbury. |
| 38128, Mont | Silver Bow to New Chicago | 2,500 00 | do | 2,500 00 | Dec. 24, 1878 | Jan. 1, 1879 | J. R. Miner. |
| 35061, Dak | Bismarck to Tongue River | 2,350 00 | do | 27,950 00 | Dec. 23, 1878 | Jan. 1, 1879 | G. V. Meserole. |
| 38157, Colo | Gardner to Rosita | 317 00 | do | 951 00 | Dec. 26, 1878 | Jan. 1, 1879 | J. W. Dorsey. |
| 38126, Colo | Fair Play to Cleora | 1,788 00 | do | 4,281 40 | Dec. 21, 1878 | Jan. 1, 1879 | M. V. Nichols. |
| 38161, Colo | Fair Play to Leadville | 1,836 66 | do | 2,000 00 | Dec. 28, 1878 | Jan. 1, 1879 | W. W. Parker. |
| 32024, Ind. Ter | Vinita to Las Vegas | 18,990 00 | do | 40,429 88 | Dec. 23, 1878 | Dec. 16, 1878 | W. M. Griffith. |
| 40116, Ariz | Phoenix to Prescott | 880 00 | do | *8,170 00 | Dec. 2, 1878 | Dec. 16, 1878 | J. W. Dorsey. |
| 40104, Ariz | Mineral Park to Ploche | 2,982 00 | do | *19,318 00 | Dec. 24, 1878 | Jan. 16, 1879 | J. W. Dorsey. |

* Part for increased number of trips.

F.—Statement of expedited star service—Continued.

| Year. | Route. | Termini. | Annual pay. | Second Assistant Postmaster-General. | Pay for expedition. | Order dated. | Order took effect. | Contractor. |
|----------------------------|----------------|---------------------------------------------|-------------|--------------------------------------|---------------------|---------------|--------------------|------------------|
| Year ending June 30, 1879. | 40105, Ariz. | Ehrenburg to Mineral Park. | \$4, 942 00 | Thomas J. Brady | *\$13, 653 00 | Dec. 24, 1878 | Jan. 16, 1879 | J. M. Peck. |
| | 10123, Md. | Edgewood to Hickory | 7, 779 79 | do | 1, 070 45 | Jan. 31, 1879 | Feb. 1, 1879 | F. S. Frederick. |
| | 30133, La. | New Iberia to Orange | 5, 290 00 | do | 12, 042 10 | Jan. 9, 1879 | Jan. 16, 1879 | J. R. Prior. |
| | 31155, Tex. | San Antonio to Fredericksburgh | 3, 470 00 | do | 8, 630 98 | Jan. 17, 1879 | Feb. 1, 1879 | F. C. Taylor. |
| | 31184, Tex. | Austin to Fort Concho | 16, 897 00 | do | 5, 690 00 | Jan. 17, 1879 | Feb. 1, 1879 | Do. |
| | 31185, Colo. | Antelope Springs to Silverton | 3, 680 00 | do | 5, 084 00 | Feb. 11, 1879 | Feb. 17, 1879 | J. E. Price. |
| | 40107, Ariz. | Wickenburg to Maricopa Wells | 6, 352 02 | do | 21, 384 60 | Feb. 11, 1879 | Feb. 17, 1879 | A. L. Seelye. |
| | 31153, Tex. | San Antonio to Eagle Pass | 8, 440 00 | do | 13, 060 11 | Feb. 22, 1879 | Mar. 1, 1879 | H. L. Tidale. |
| | 29148, Ark. | Walnut Ridge to Harrison (with side supply) | 6, 772 33 | do | | Feb. 20, 1879 | Mar. 1, 1879 | G. W. Parker. |
| | 35021, Dak. | Yankton to Firesteel | 1, 900 00 | do | 1, 900 00 | Mar. 13, 1879 | Mar. 17, 1879 | A. S. Patrick. |
| | 35096, Kans. | Cawker City to Norton | 2, 211 23 | do | 3, 351 37 | Apr. 10, 1879 | May 1, 1879 | J. W. Hughes. |
| | 40103, Ariz. | Prescott to Mohave City | 7, 440 00 | do | 17, 537 14 | Apr. 7, 1879 | Apr. 15, 1879 | A. H. Brown. |
| | 31141, Tex. | Collins to Laredo | 1, 890 00 | do | 3, 790 00 | Apr. 26, 1879 | May 15, 1879 | F. C. Armstrong. |
| | 31146, Tex. | Rio Grande City to Laredo | 1, 270 50 | do | 2, 314 00 | Apr. 26, 1879 | May 15, 1879 | Do. |
| | 38145, Colo. | Ojo Caliente to Animas City | 1, 658 40 | do | 8, 457 84 | Apr. 29, 1879 | May 12, 1879 | J. W. Dorsey. |
| | 38113, Colo. | White River to Rawlins | 1, 700 00 | do | 8, 608 25 | May 1, 1879 | May 12, 1879 | Do. |
| | 35272, Kans. | Hutchinson to Medicine Lodge | 1, 884 00 | do | 6, 060 80 | May 6, 1879 | May 15, 1879 | H. N. Warren. |
| | 38140, Colo. | Trinidad to Madison | 1, 532 25 | do | 2, 758 05 | May 9, 1879 | May 19, 1879 | J. R. Miner. |
| | 46202, Cal. | Oroville to Susanville. | 2, 270 00 | do | 3, 668 92 | May 16, 1879 | June 1, 1879 | M. V. Nichols. |
| | 30162, La. | Shreveport to Lower Lake. | 1, 246 00 | do | 2, 336 25 | May 16, 1879 | June 1, 1879 | Do. |
| | 30183, La. | Shreveport to Red River Landing | 11, 700 00 | do | 26, 561 00 | July 15, 1879 | Aug. 1, 1879 | B. H. Peterson. |
| | 31542, Tex. | Monroe to Shreveport. | 9, 380 00 | do | 12, 987 00 | July 18, 1879 | Aug. 1, 1879 | J. B. Price. |
| | 31148, Tex. | Frio Town to Eagle Pass | 630 00 | do | 3, 990 00 | June 27, 1879 | July 1, 1879 | C. Andrews. |
| | 31496, Tex. | San Antonio to Corpus Christi | 8, 199 00 | do | 20, 204 00 | July 18, 1879 | Aug. 1, 1879 | J. B. Price. |
| | 31495, Tex. | Waco to Gatesville | 1, 374 00 | do | 1, 068 00 | Aug. 2, 1879 | Sept. 1, 1879 | Brooks & Tarver. |
| | 31498, Tex. | Hamilton to Comanche | 1, 642 80 | do | 3, 344 00 | Aug. 2, 1879 | Sept. 1, 1879 | B. W. Beedy. |
| | 35098, Kans. | Gatesville to Hamilton | 1, 586 00 | do | 3, 316 00 | Aug. 2, 1879 | Sept. 1, 1879 | N. C. Howard. |
| | 35015, Dak. | Cawker City to Stockton | 1, 115 38 | do | 446 11 | Sept. 2, 1879 | Sept. 15, 1879 | G. H. Hughes. |
| | 35098, Dak. | Vermillion to Sioux Falls. | 817 80 | do | 3, 680 10 | July 10, 1879 | Aug. 1, 1879 | J. W. Dorsey. |
| | 35071, Dak. | Springfield to Rapid City | 10, 376 54 | do | 8, 556 10 | July 10, 1879 | Aug. 1, 1879 | J. W. Parker. |
| | 37110, Wyo. | Rock Pierre to Fort Sully | 830 00 | do | 64, 251 21 | July 11, 1879 | July 1, 1879 | V. W. Parker. |
| | 38156, Colo. | Rock Pierre to Fort Custer | 10, 507 25 | do | 10, 549 51 | June 11, 1879 | July 1, 1879 | Patrick & Brown. |
| | 38135, Colo. | Silverton to Parrott City | 1, 703 65 | do | 2, 630 40 | June 20, 1879 | July 14, 1879 | J. W. Dorsey. |
| | 38134, Colo. | Pueblo to Greenhorn | 876 80 | do | 5, 432 00 | July 8, 1879 | July 14, 1879 | J. R. Miner. |
| | 38134, Colo. | Pueblo to Rosita | 388 00 | do | 5, 432 00 | July 8, 1879 | July 14, 1879 | Do. |
| | 39114, N. Mex. | Fort Stanton to Fort Davis | 3, 500 00 | do | 21, 000 00 | June 9, 1879 | July 1, 1879 | W. W. Gliddings. |
| | 39116, N. Mex. | Fort Bascom to Trinidad | 1, 760 00 | do | 10, 560 00 | July 11, 1879 | July 15, 1879 | Do. |
| | 40101, Ariz. | Prescott to Santa Fe | 18, 500 00 | do | 39, 775 00 | July 10, 1879 | Aug. 1, 1879 | J. A. Walsh. |
| Year ending June 30, 1880. | 40109, Ariz. | Florence to McMillan | 2, 902 17 | do | 10, 784 16 | July 16, 1879 | Aug. 1, 1879 | V. W. Parker. |
| | 40106, Ariz. | Wickenburg to Prescott | 1, 717 90 | do | 5, 472 63 | Aug. 1, 1879 | Aug. 11, 1879 | J. R. Prior. |
| | 41110, Utah | Townerville to Adairville | 3, 504 00 | do | 12, 718 22 | July 8, 1879 | Aug. 1, 1879 | J. M. Peck. |
| | 42116, Idaho. | Placerville to Falk's Store | 720 00 | do | 1, 920 00 | June 24, 1879 | July 14, 1879 | S. M. Huntley. |
| | 44140, Oreg. | Eugene City to Mitchell | 2, 324 93 | do | 14, 480 10 | June 30, 1879 | July 14, 1879 | J. M. Peck. |

| Year ending June 30, 1881. | Route. | Wells to Hamilton | Pay for ex- | Annual pay. | Order dated. | Order took effect. | Advertisment dated. | Contract term. | Contractor. | |
|----------------------------|----------------------------------|----------------------------------|-------------|-------------|--------------|--------------------|---------------------|----------------|---------------|------------------|
| 46122, Cal. | Near | Wells to Hamilton | 10,760 00 | do | do | do | 15,000 00 | July 23, 1879 | Aug. 1, 1879 | O. J. Salsbury. |
| 31446, Tex. | Wells to Hamilton | Wells to Hamilton | 1,184 00 | do | do | do | 5,848 00 | June 24, 1879 | July 14, 1879 | J. M. Peck. |
| 31448, Tex. | San Antonio to Fort Griffin | San Antonio to Fort Griffin | 3,771 16 | do | do | do | 1,887 54 | Aug. 7, 1880 | Aug. 16, 1880 | W. M. Bolos. |
| 13105, N. C. | Elizabeth City to Norfolk | Elizabeth City to Norfolk | 1,647 00 | do | do | do | 1,920 00 | Sept. 27, 1880 | Oct. 1, 1880 | J. F. Logan. |
| 34100, Neb. | O'Neill City to McCann. | O'Neill City to McCann. | 3,769 30 | do | do | do | 1,923 50 | Oct. 1, 1880 | Oct. 1, 1880 | J. F. Berry. |
| 31608, Tex. | Laredo to Eagle Pass | Laredo to Eagle Pass | 1,943 69 | do | do | do | 1,921 84 | Dec. 8, 1880 | Jan. 1, 1881 | F. C. Armstrong. |
| 31561, Tex. | Alamogordo to Laredo | Alamogordo to Laredo | 900 00 | do | do | do | 450 00 | Jan. 15, 1881 | Feb. 1, 1881 | F. C. Armstrong. |
| 33122, Kans. | Norton to Wakeeney | Norton to Wakeeney | 3,216 00 | do | do | do | 1,500 00 | Feb. 7, 1881 | Mar. 1, 1881 | F. C. Armstrong. |
| 46210, Cal. | Duncan's Mills to Mendocino City | Duncan's Mills to Mendocino City | 4,490 00 | do | do | do | 2,019 16 | Feb. 9, 1881 | Feb. 15, 1881 | S. P. Wheeler. |
| 46211, Cal. | Cloverdale to Navarro Ridge | Cloverdale to Navarro Ridge | 2,067 00 | do | do | do | 2,446 50 | Feb. 21, 1881 | Feb. 22, 1881 | G. Allman. |
| | | | | do | do | do | | Feb. 25, 1881 | Mar. 1, 1881 | Do. |

Period extends to April 30, 1881.

* Part for increased number of trips.

Supplement to statement of expedited star service, showing contract term and date of advertisement of part of the above-named routes.

| Route. | Termini. | Pay for ex- | Annual pay. | Order dated. | Order took effect. | Advertisment dated. | Contract term. | Contractor. |
|----------------|----------------------------------------------|-------------|--------------|---------------|--------------------|---------------------|--------------------------------|------------------|
| 14773, Cal. | Tehamato Portland (with side-supply) | \$15,945 00 | \$142,861 00 | June 8, 1872 | July 1, 1872 | Sept. 30, 1869 | July 1, 1870, to June 30, 1874 | B. Barlow. |
| 46129, Cal. | Delano to Los Angeles | 6,519 00 | 17,385 00 | June 3, 1874 | July 1, 1874 | Oct. 1, 1873 | July 1, 1874, to June 30, 1878 | C. H. Cotter. |
| 46263, Cal. | Yreka to Shasta | 4,000 00 | 13,253 32 | June 23, 1878 | July 1, 1878 | Nov. 1, 1877 | July 1, 1878, to June 30, 1882 | C. W. Foster. |
| 38144, Colo. | Fort Garland to Santa Fe (with side supply). | 9,500 05 | 5,337 11 | June 26, 1878 | July 1, 1878 | Nov. 1, 1877 | July 1, 1878, to June 30, 1882 | Do. |
| 37110, Wyo. | Rock Creek to Fort Custer | 10,507 25 | 64,251 21 | June 11, 1879 | July 1, 1879 | May 10, 1878 | Oct. 1, 1878, to June 30, 1882 | Patrick & Brown. |
| 38154, Colo. | Silverton to Parrott City | 1,703 65 | 10,549 51 | June 12, 1879 | July 1, 1879 | Nov. 1, 1877 | July 1, 1878, to June 30, 1882 | J. W. Dorsey. |
| 39114, N. Mex. | Fort Stanton to Fort Davis | 3,500 00 | 21,000 00 | June 4, 1879 | July 1, 1879 | May 10, 1878 | Oct. 1, 1878, to June 30, 1882 | W. W. Giddings. |
| 31542, Tex. | Frio Town to Eagle Pass | 630 00 | 3,960 00 | June 27, 1879 | July 1, 1879 | Sept. 2, 1878 | Jan. 1, 1879, to June 30, 1882 | C. Andrews. |
| 34134, Neb. | Edgar to Jewell Centre | 1,170 00 | 3,330 00 | June 9, 1875 | July 1, 1875 | Mar. 31, 1877 | July 1, 1874, to June 30, 1878 | J. Hale. |
| 38135, Colo. | Pueblo to Greenhorn | 876 80 | 2,630 40 | June 26, 1879 | July 14, 1879 | Nov. 1, 1877 | July 1, 1878, to June 30, 1882 | J. R. Miner. |
| 38134, Colo. | Pueblo to Rosta | 388 00 | 5,432 00 | June 8, 1879 | July 14, 1879 | Nov. 1, 1877 | July 1, 1878, to June 30, 1882 | Do. |
| 42110, Idaho | Placerville to Falk's Store | 730 00 | 1,920 00 | June 24, 1879 | July 14, 1879 | May 10, 1878 | Oct. 1, 1878, to June 30, 1882 | S. S. Huntley. |
| 44140, Ore. | Eugene City to Mitchell | 2,324 83 | 14,486 10 | June 24, 1879 | July 14, 1879 | Nov. 1, 1877 | July 1, 1878, to June 30, 1882 | J. M. Peck. |
| 46132, Cal. | Julian to Colton | 1,188 00 | 5,346 00 | June 24, 1879 | July 14, 1879 | Nov. 1, 1877 | July 1, 1878, to June 30, 1882 | Do. |
| 41119, Utah | Toquerville to Adairville | 3,504 00 | 12,718 22 | July 8, 1879 | Aug. 1, 1879 | Nov. 1, 1877 | July 1, 1878, to June 30, 1882 | Do. |

G.—Table showing the weight of the mails, the speed with which they are conveyed, the annum on railroad routes in States in which the contract term expired June 30, 1882; readjustment of the pay in accordance with the acts of March 3, 1873, July 12, 1876, and

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; r. p. o., railway q. l., quadruple line; l. line or line; m., miles; r. a., route agent. A number followed by an asterisk to the order of the routes in this table.]

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. Miles. | Miles per hour. |
|--------|--------|------------------|----------------------|---------------------------------------|-----------------------------------------------|----------------------------|-----------------|
| 1 | N. J. | 7004 | ..... | New York, Philadelphia.... | Pennsylvania Railroad | 89.54 | 33 |
| 2 | N. Y. | 6011 | ..... | New York, Buffalo | New York Central and Hudson River Railroad. | 442 | 35 |
| 3 | Pa. | 8001 | ..... | Philadelphia, Pittsburgh ... | Pennsylvania Railroad | 353 | 30 |
| 4 | N. Y. | 6052 | ..... | Buffalo, Elyria..... | Lake Shore and Michigan Southern Railway. | 209.26 | ..... |
| 5 | N. Y. | 6052 | ..... | Millbury, Toledo | do | 8 | ..... |
| 5a | Conn. | 5005 | ..... | New York, Springfield | New York, New Haven and Hartford Railroad. | 135.59 | 28 |
| 6 | N. Y. | 6052 | ..... | Elkhart, Chicago | Lake Shore and Michigan Southern Railway. | 101.02 | ..... |
| 7 | Ohio | 21007 | ..... | Elyria, Millbury | do | 74.86 | ..... |
| 8 | N. Y. | 6052 | ..... | Buffalo, Chicago | do | 540.28 | ..... |
| 9 | Ohio | 21045 | ..... | Toledo, Elkhart | do | 134.35 | ..... |
| 10 | Mass. | 3025 | ..... | Boston, Albany..... | Boston and Albany Railroad. | 202.06 | ..... |
| 11 | N. Y. | 6052 | ..... | Elyria, Millbury..... | Lake Shore and Michigan Southern Railway. | 79.30 | ..... |
| 12 | Neb. | 34001 | ..... | Union Pacific Transfer to Ogden City. | Union Pacific Railway..... | 1,034.08 | ..... |
| 13 | N. Y. | 6052 | ..... | Toledo, Elkhart | Lake Shore and Michigan Southern Railway. | 142.70 | ..... |
| 14 | Cal. | 46001 | ..... | San Francisco, Ogden City.. | Central Pacific Railroad | 834.03 | 20 |
| 14a | Conn. | 5004 | ..... | New Haven, New London ... | New York, New Haven and Hartford Railroad. | 51.71 | 27 |
| 15 | R. I. | 4002 | ..... | Providence, Groton..... | New York, Providence and Boston Railroad. | 62.10 | 28 |

accommodations for mails and agents, the trips per week, and the rates of pay per mile per and also in other States and Territories, the returns having been obtained with a view to the June 17, 1878.

post-office; apt., apartment; b. c., baggage car; s. l., single line; d. l., double line; t. l., triple line; (*) shows the equivalent in round trips. The figures in parentheses in the "Remarks" column refer

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | | Remarks. | Order. |
|----------------------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------|----------|---------------------------------------------------------------------------------------------------|--------|
| 80 days, total. | Per day, total. | | | Dollars. | Dollars. | | |
| Pounds. | Pounds. | | | | | | |
| 7,101,023 | 118,350 | r. p. o., 60 by 8.7½, 51.; 59 by 8.7½, 21.; 40 by 8.7½, 11.; apt., 14.2 by —, 2½ l. to Trenton, 57 m., 1½ l. res. | 107.48* | 1,221 80 | 355 00 | 60 days in February and March, 1882. | 1 |
| 5,069,876 | 84,498 | r. p. o., 49.5 by 9.1 line to Syracuse, 289.5 m.; 49.5 by 9.1 l.; 60 by 9.4 l.; 50 by 9.1 l.; r. a. apt., 15.5 by 8.8, 1 l. to Albany, 142 m. | 46.52* | 903 74 | 300 00 | 164.25 m. at \$270 per m. for r. p. o. 60 days in February and March, 1882. | 2 |
| 4,833,651 | 82,227 | r. p. o., 60 by 8.7½, 4 l.; 40 by 8.7½, 1 l.; r. a. apt., 15.6 by 9.; 1 line between Philadelphia and Harrisburg. | 38.64* | 867 83 | 225 00 | 60 days in February and March, 1882. | 3 |
| 4,650,374 | 77,503 | r. p. o., 60 by 9.4 l.; 50 by 9.1 l.; 49.5 by 9.1 l.; 17.5 by 9.1 l.; Cleveland to Elyria, 25.5 m., 40 by 9.1 l.; \$25 additional from March 9, 1882. | ----- | 861 84 | 270 00 | 25.7 m. at \$275.31 for r. p. o. 60 days in February and March, 1882. Part, residue 5, 6, 11, 13. | 4 |
| 4,335,294 | 72,254 | r. p. o., 60 by 9.4 l.; 50 by 9.1 l.; 49.5 by 9.1 l.; 17.5 by 9.1 l.; 40 by 9.1 l. | ----- | 796 86 | 280 62 | 60 days in Feb. and March, 1882. Part, residue 4, 6, 11, 13. | 5 |
| 1,563,137 | 52,103 | r. p. o., 55 by 8.8, 2 l.; 54.6 by 8.8, 1 l.; adjuncts, 44 by 8.6, 1 l.; 34.8 by 8.6, 1 l.; 15.6 by 6.6, 1 l., to New Haven, 73.23 m.; 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l.; 44 by 8.6, 1 l.; 34.8 by 8.6, 1 l., to Springfield, 62.36 m. | 61.55* | 713 00 | 199 08 | r. p. o. on 62.36 m. at \$135.45. In December, 1881. | 5a |
| 3,351,967 | 55,866 | r. p. o., 60 by 9.4 l.; 50 by 9.1 l.; 49.5 by 9.1 l.; 36 by 9.1 l. | ----- | 666 05 | 292 50 | 60 days in Feb. and March, 1882. Part, residue 4, 5, 11, 13. | 6 |
| 3,411,241 | 56,853 | r. p. o., 60 by 9.2½ l.; 50 by 9.1 l.; 49.5 by 9.1 l.; 17.5 by 9.1 l. | 16½* | 520 70 | 140 31 | 60 days in February and March, 1882. | 7 |
| 3,141,323 | 52,355 | ----- | 19.36* | ----- | ----- | 60 days in Feb. and Mar., 1882. Seeparts 4, 5, 6, 11, 13. | 8 |
| 1,565,023 | 26,583 | r. p. o., 60 by 9.3 l.; 50 by 9.1 l.; 49.5 by 9.1 l. | 13 | 431 78 | 160 00 | ----- | 9 |
| 1,169,575 | 38,966 | r. p. o., 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l.; 27.11 by 8.6, 2 l.; apt., 15 by 6. | 45.11* | 420 66 | 135 00 | 103.43 m. r. p. o. at \$35. From Nov. 6, 1881, .18 m. decrease. | 10 |
| 856,116 | 15,934 | r. p. o., 60 by 9.1½ l.; 17.5 by 9.1 l.; 40 by 9.1 l.; \$25 additional from March 9, 1882. | ----- | 409 55 | 135 00 | 60 days in Feb. and March, 1882. Part, residue 4, 5, 6, 13. | 11 |
| 869,978 | 29,665 | r. p. o., 60 by 9.1 l.; 51 by 9.3, 1 l.; to Julesburg, 371 m. (40 feet authorized). | 9.7* | 382 19 | 75 00 | 664.20 m. r. p. o. at \$50. .39 m. decrease. | 12 |
| 1,927,560 | 32,125 | r. p. o., 60 by 9.1 l.; 50 by 9.1 l.; 49.5 by 9.1 l.; 36 by 9.1 l. | ----- | 371 07 | 132 50 | 60 days in Feb. and March, 1882. Part, residue 4, 5, 6, 11. | 13 |
| 684,568 | 22,818 | r. p. o., 55½ by 9.5½, f. f., a. l.; 55.1½ by 9.5½ (40 feet authorized) additional to Port Costa, 32.17 m.; apt., 17 by 9 to Sacramento. | 8.9* | 329 18 | 75 00 | 801.86 m. at \$50, r. p. o. .21 m. decrease. | 14 |
| 310,094 | 10,336 | r. p. o., 55 by 8.8, 1 l.; adjunct, 12.9 by 6.3½, 2 l. | 31 | 306 09 | 74 00 | In December, 1881, | 14a |
| 286,681 | 9,889 | r. p. o., 55 by 8.8, f. f., a. l.; r. a. apt., 15.8½ by 6.9 (av.), f. f., d. l. | 32.33* | 305 24 | 50 00 | In December, 1881, .47 m. decrease. | 15 |

G.—Table showing the weight of the mails, the speed with which they

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. Miles. | Miles per hour. |
|--------|--------|------------------|----------------------|-------------------------------------|----------------------------------------------------------------------|----------------------------|-----------------|
| 16 | Mass. | 3035 | ..... | Boston, Providence | Boston and Providence Railroad. | 44.19 | 24 |
| 17 | Md. | 10003 | ..... | Baltimore, Wheeling | Baltimore and Ohio Railroad. | 394.3 | 29 |
| 18 | Ohio | 21002 | ..... | Pittsburgh, Chicago | Pennsylvania Company. | 468.2 | 23 |
| 19 | N. Y. | 6067 | ..... | Troy, North Adams | Troy and Boston Railroad. | 48.46 | 23 |
| 20 | Mass. | 3021 | ..... | Boston, Greenfield | Fitchburg Railroad. | 105.71 | 26 |
| 21 | Mass. | 3022 | ..... | Greenfield, North Adams | do | 37.12 | 24 |
| 22 | W. Va. | 12002 | ..... | Grafton, Parkersburgh | Baltimore and Ohio Railroad. | 104.5 | 26 |
| 23 | N. Y. | 6001 | ..... | New York, Dunkirk | New York, Lake Erie and Western Railroad. | 459.55 av. | 34 |
| 24 | Mass. | 3034 | ..... | Boston, Willimantic | New York and New England Railroad. | 85.8 | 27 |
| 25 | N. H. | 1001 | ..... | Concord, Nashua | Concord Railroad | 36.28 | ..... |
| 26 | | | | Vacant | | | |
| 27 | Kans. | 33001 | ..... | Kansas City, Denver | Union Pacific Railway | 635.05 | 30 |
| 28 | N. Y. | 6106 | ..... | Albany, Troy | New York Central and Hudson River Railroad. | 7.37 | 25 |
| 29 | N. Y. | 6008 | ..... | Buffalo, Hornellsville | New York, Lake Erie and Western Railroad. | 92.72 av. | 33 |
| 30 | Miss. | 18001 | ..... | Canton, Cairo | Chicago, Saint Louis and New Orleans Railroad. | 344.27 | 25 |
| 31 | N. Y. | 6109 | ..... | New Rochelle, Harlem River (n. o.). | New York, New Haven and Hartford Railroad. | 11.87 | 24 |
| 31a | N. Y. | 6013 | ..... | Syracuse, Rochester | New York Central and Hudson River Railroad. | 104 | 25 |
| 32 | Cal. | 46010 | ..... | Lathrop, Goshen (n. o.) | Central Pacific Railroad | 146.35 | 25 |
| 33 | Tex. | 31001 | ..... | Houston, Galveston | Galveston, Houston and Henderson Railroad. | 50.90 | 22 |
| 34 | Tex. | 31006 | ..... | Longview, Houston | International and Great Northern Railroad. | 236.23 | 17 |
| 35 | Vt. | 2002 | ..... | Windsor, Essex Junction | Central Vermont Railroad | 110.13 | 25 |
| 36 | N. Y. | 6018 | ..... | Rochester, Niagara Falls | New York Central and Hudson River Railroad. | 76 | 35 |
| 37 | Cal. | 46032 | ..... | Port Costa, Lathrop | Central Pacific Railroad (see San Pablo Railroad). | 62.23 | 24 |
| 38 | Conn. | 5014 | ..... | New Haven, Willimantic | Boston and New York Air Line Railroad. | 54.62 | 25 |
| 39 | Ariz. | 40001 | ..... | Yuma, Deming | Central Pacific Railroad (see Southern Pacific Railroad of Arizona). | 467.02 | 22 |
| 40 | La. | 30001 | ..... | New Orleans, Canton | Chicago, Saint Louis and New Orleans Railroad. | 206.58 | 25 |
| 41 | Ga. | 15009 | ..... | Savannah, Jacksonville | Savannah, Florida and Western Railway. | 172.75 | 26 |

are conveyed, the accommodations for mails and agents, &c.—Continued.

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | | Remarks. | Order. |
|----------------------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------------------------------|----------|---------------------------------------------------------------------|--------|
| 30 days total. | Per day, total. | | | Dollars. | Dollars. | | |
| Pounds. | Pounds. | | | | | | |
| 258,679 | 8,622 | r. p. o., 55 by 8.8, 1 l.; 15 by 6.4, f. f., 2 l. | 52.45* | 291 56 | 77 00 | In Dec., 1881. From Nov. 6, 1881. | 16 |
| 1,043,305 | 17,392 | r. p. o., 51.5 by 8.9, 2 l., to Grafton, 293.75 m.; 1 l. thence to Bellaire, 96.36 m.; apt., 17 by 7.6 (av.), s. l.; Harper's Ferry to Martinsburg, 19 m., and Grafton to Benwood Junction, 95.25 m., and d. l. residue to Wheeling, 4.19 m. | 27.47* | 288 99 | 80 00 | 100.55 m. r. p. o. at \$40. 60 days in February and March. | 17 |
| 1,344,314 | 22,405 | r. p. o., 50 by 8.4, 1 l.; apt., 24 by 8.4, f. f.; s. l. between Crestline and Chicago, 281 m. | 33.85* | 286 43 | 25 00 | 60 days in Feb. and March, 1882. From January 8, 1882. | 18 |
| 272,190 | 9,073 | r. p. o., 30 by 8.6, f. f., 1 l.; r. a. apt., 16.3 by 7.8 $\frac{1}{2}$ (av.), f. f., 2 l. | 30.18* | 271 89 | 18 75 | In Dec., 1881. Pay from Nov. 6, 1881. 1.54 m. decrease. | 19 |
| 250,460 | 8,348 | r. p. o., 30 by 8.4 $\frac{1}{2}$ (av.), 1 l.; r. a. apt., 16.3 by 7.8 (av.), 2 l.; r. a. apt., 24 by 6.10 (av.), 1 l.; 49.60 m.; 9 by 6.1 l.; 36.07 m. | 37.55* | 266 76 | 18 75 | From Nov. 6, 1881. In December, 1881. | 20 |
| 217,779 | 72,259 | r. p. o., 30 by 8.4 $\frac{1}{2}$, 1 l.; 16.3 by 7.8 $\frac{1}{2}$, f. f., 2 l. | 21* | 256 50 | 18 75 | From Nov. 6, 1881. In December, 1881. | 21 |
| 917,645 | 15,293 | r. p. o., 51.5 by 8.9, 1 l.; apt., 21 by —, 1 l. | 23 $\frac{1}{2}$ * | 253 94 | 40 00 | 60 days in Feb. and March, 1882. | 22 |
| 605,298 | 10,068 | r. p. o., 49.5 by 9.5, 2 l. to Hornellsville, 332 m.; s. l. residue, 127.55 m. | 25.98* | 215 46 | 80 00 | r. p. o. on 127.55 m., \$40. 60 days in Feb. and March, 1882. | 23 |
| 249,258 | 8,308 | r. a. apt., 15.2 by 8 $\frac{1}{2}$ (av.), f. f., 3 l. | 28.60* | 190 67 | ..... | In Dec., 1881. From Nov. 6, 1881. | 24 |
| 234,198 | 7,806 | r. p. o., 41.9 by 8.8, f. f., d. l.; r. a. apt., 22.8 by 6.10, f. f., d. l., 18.26 m. | 33* | 181 13 | 40 00 | In April, 1881. | 25 |
| 174,124 | 5,804 | r. p. o., 24 by 9.4, d. l. to Ellis, 302 m.; s. l. residue. | 14 | 170 15 | 25 00 | \$12.50 r. p. o. for 333.05 m.; 5.05 m. decrease. | 26 |
| 348,669 | 8,289 | in b. c. | 75 | 159 89 | ..... | In April, 1881. | 27 |
| 248,063 | 4,134 | r. a. apt., 12 by 10; f. f., d. l. to Attica, 31.50 m.; s. l. residue. | 25.08* | 153 05 | ..... | 1.72 m. increase. 60 days in Feb. and March, 1882. | 28 |
| 154,041 | 5,134 | r. p. o., 45.2 by 9.4, f. f. c., s. l. | 14 | 149.63 | 25 00 | In April, 1882. Pay from July 1, 1882. | 29 |
| 104,261 | 3,475 | in b. c. | 14.40* | 148 77 | ..... | In Dec., 1881. From June 1, 1881. | 30 |
| 242,854 | 4,046 | r. p. o., 49.5 by 9, 1 l.; r. a. apt., 18 by 9, 1 l. | 26.48* | 147 06 | 30 00 | 60 days in Feb. and March, 1882. | 31 |
| 99,164 | 3,305 | r. p. o., 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$, f. f., s. l. (40 feet authorized). | 9.35* | 144 54 | 25 00 | .05 m. increase. | 32 |
| 87,132 | 2,905 | 15.3 by 9, f. f., d. l. | 20 | 141 08 | ..... | .60 m. decrease. | 33 |
| 109,513 | 3,650 | 17.11 by 9, f. f., s. l. | 12.8* | 141 08 | ..... | 1.27 m. decrease. In Feb., 1882. | 34 |
| 131,840 | 4,394 | r. p. o., 1—42 by 9: 1—41.6 by 8.8, f. f., d. l.; r. a. apt., 23.6 by 6.7 (av.), f. f., d. l., 14.13 m. | 13.79* | 141 07 $\frac{1}{2}$ | 50 00 | r. p. o., \$50 for 97.2 m. 1.24 m. decrease. Main route branch 260. | 35 |
| 104,844 | 3,495 | r. a. apt., 20.9 by 8.7, 1 l. | 25 | 140 22 | ..... | In April, 1881. | 36 |
| 96,618 | 3,220 | r. p. o., 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$, s. l. (40 feet authorized). | 14.07* | 139 37 | 25 00 | .06 m. increase. | 37 |
| 80,528 | 2,684 | r. a. apt., 13.6 by 6.11, f. f., 1 l. | 10.41* | 139 37 | ..... | In Dec., 1881. From Nov. 6, 1881. .48 m. increase. | 38 |
| 81,318 | 2,710 | 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$, s. l. | 7 | 137 66 | ..... | 249.52 m. from Sep. 20, 1880. 218.50 m. from Nov. 18, 1881. | 39 |
| 135,576 | 4,519 | 45.2 by 9.4, f. f. c., s. l. | 14 | 136 80 | ..... | .15 m. increase. In April, 1882. | 40 |
| 145,299 | 4,843 | r. p. o., 41.3 by 9.2, f. f. c., 1 l.; 17.3 by 9.2, 1 l. | 14 | 135 95 | 35 62 | 75.75 m. at \$132.53. In Feb. and March, 1882. | 41 |

G.—Table showing the weight of the mails, the speed with which they

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Miles per hour. |
|--------|----------|------------------|----------------------|--------------------------------------|-----------------------------------------------------|------------------|-----------------|
| | | | | | | <i>Miles.</i> | |
| 42 | Tex .. | 31007 | ..... | Palestine, Laredo..... | International and Great Northern Railroad. | 414.54 | 16 |
| 43 | Colo .. | 38006 | ..... | La Junta, Deming..... | Atchison, Topeka and Santa Fe Railroad. | 578.71 | 25 |
| 44 | Conn .. | 5007 | ..... | Hopewell Junction, Providence. | New York and New England Railroad. | 187.58 | 25 |
| 45 | Pa | 8010 | ..... | Easton, Waverly | Lehigh Valley Railroad..... | 205.57 | 25 |
| 46 | N. H. .. | 1005 | ..... | Concord, Wells River..... | Boston, Concord and Montreal Railroad. | 94.01 | 27 |
| 47 | Tex .. | 31002 | ..... | Houston, Uvalde..... | Galveston, Harrisburgh and San Antonio Railway. | 310.89 | 22 |
| 48 | Tex .. | 31003 | ..... | Houston, Denison..... | Houston and Texas Central Railroad. | 337.64 | 20 |
| 49 | Colo .. | 38019 | ..... | South Pueblo, Leadville | Denver and Rio Grande Railway. | 158.92 | 23 |
| 50 | Tex .. | 31009 | ..... | Shreveport, El Paso..... | Texas and Pacific Railway..... | 834.47 | 16 |
| 51 | Colo .. | 38017 | ..... | Julesburg, La Salle Station (n. o.). | Colorado Central Railroad | 151.16 | ..... |
| 52 | Cal ... | 46003 | ..... | Roseville, Redding..... | Southern Pacific Railroad.... | 151.74 | ..... |
| 53 | Mass .. | 3038 | ..... | Boston, South Braintree | Old Colony Railroad | 11.36 | 22 |
| 54 | Mass .. | 3046 | ..... | South Braintree, Plymouth | Old Colony Railroad | 26.62 | 22 |
| 55 | Vt | 2001 | ..... | Burlington, Rouse's Point | Central Vermont Railroad | 57.10 | 25 |
| 55a | Mo ... | 28018 | ..... | Mount Pleasant, Saint Peter's. | Saint Louis, Keokuk and Northwestern Railway. | 186.75 | 20 |
| 56 | Colo .. | 38001 | ..... | Denver, El Mora..... | Denver and Rio Grande Railway. | 206.90 | 23 |
| 57 | Kans.. | 33006 | ..... | Olathe, Ottawa | Kansas City, Lawrence and Southern Kansas Railroad. | 34.66 | 21 |
| 58 | Vt | 2015 | ..... | North Bennington, State Line. | Bennington and Rutland Railroad. | 1.99 | 15 |
| 59 | Cal ... | 46028 | ..... | San Francisco, Sacramento City. | Central Pacific Railroad | 140.05 | 23 |
| 60 | Kans.. | 33003 | ..... | Atchison, Waterville | Missouri Pacific Railway (Central Branch Division). | 100.40 | 20 |
| 61 | Kans.. | 33008 | ..... | Kansas City, Joplin | Kansas City, Fort Scott and Gulf Railroad. | 176.05 | 21 |
| 62 | Ky ... | 20002 | ..... | Covington, Lexington..... | Kentucky Central Railroad.... | 99.98 | 23 |
| 63 | Oreg .. | 44005 | ..... | The Dalles, Wallula..... | Oregon Railway and Navigation Company. | 127.30 | 15 |
| 64 | Vt | 2015 | ..... | Rutland, Bennington | Bennington and Rutland Railroad. | 57.60 | 23 |
| 65 | Kans.. | 33022 | ..... | Greenleaf, Concordia | Missouri Pacific Railway (Central Branch Division). | 42.05 | 22 |
| 66 | N. Y. .. | 6012 | ..... | Troy, Schenectady..... | New York Central and Hudson River Railroad. | 22 | 25 |
| 67 | Tex ... | 31010 | ..... | Marshall, Texarkana | Texas and Pacific Railway | 72.20 | 18 |

are conveyed, the accommodations for mails and agents, &c.—Continued.

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | | Remarks. | Order. |
|----------------------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------|----------|----------------------------------------------------------------------------------------------------|--------|
| 30 days, total. | Per day, total. | | | Dollars. | Dollars. | | |
| <i>Pounds.</i> | <i>Pounds.</i> | | | | | | |
| 64,294 | 2,143 | 17.11 by 9 f. f., s. l. | 11.4* | 135 95 | | 153.18 m. from Feb. 1, 1882. | 42 |
| 115,642 | 3,854 | 21 by 9.4, f. f., s. l. | 7 | 133 38 | | .91 m. increase. | 43 |
| 69,941 | 2,331 | apt., 16.2 by 8.10½ (av.), 2 l., 63.9 m.; 14.7½ by 8.6 (av.), 1 l., 41.3 m.; 14.3 by 6.9, 1 l., 58.5 m. | 17.50* | 132 53 | | In Dec., 1881, 40.86 m. extension from Oct. 1, 1881. Pay not fixed on 23.88 m. extension. | 44 |
| 90,900 | 3,029 | 22 by 9.6, 3 l. to Mauch Chunk, 45.5 m.; 2 l. thence to Penn Haven Junction, 7.5 m.; 1 l. residue 152.57 m. | 23.38* | 132 52½ | | 17.2 m., \$151.93—late route 8075. In Apr. 1881. | 45 |
| 147,055 | 2,450 | r. p. o., 17 by 6.9, f. f., 1 l., \$9.37; apt. 6.7 by 6.3, 1 l., 51.34 m. | 27* | 131 41 | | In Aug. 1881, \$121.41 for 43.01 m. weighings for May and Aug., 1881, combined. From July 1, 1881. | 46 |
| 33,279 | 1,275 | 14.10 by 8.11, f. f., s. l. | 7 | 131 67 | | 92.88 m. from Jan. 1, 1882. | 47 |
| 123,750 | 4,125 | 18.8 by 8, f. f., s. l. | 13 | 129 96 | | .19 m. increase. | 48 |
| 85,500 | 2,850 | 35.9 by 7.8, f. f., s. l. | 14.5* | 129 96 | | 4.58 m. decrease. Formerly branch of 38001. | 49 |
| 32,173 | 1,072 | 20.10 by 9.1½, f. f., d. l. between Marshall and Longview and s. l. residue. | 7.7* | 129 11 | | 67.10 m. from Aug. 1, 1881; 386.40 from Jan. 1, 1882; 55.50 from April 15, 1881. | 50 |
| 59,493 | 1,983 | r. p. o., 50.8 by 9.3½ (40 feet authorized). | 7 | 127 40 | 25 00 | From Jan. 2, 1882, 36 m. increase. | 51 |
| 63,539 | 2,284 | | | | | Superseded by second weighing. | 52 |
| 204,960 | 6,531 | r. p. o., 20.6 by 9.2, f. f., s. l.; r. a. apt., 10 by 6.3, f. f., s. l. | 110.87* | 123 97 | | 25.91 m. covered by route 3046. Main route; branch (349). In April, 1881. | 53 |
| 16,050 | 534 | in b. c. | 20.19* | 123 97 | | Late part of route 3038. In April, 1881. | 54 |
| 105,479 | 3,516 | r. p. o., 49 by 9.4, 6 by 8.8, 40 feet authorized; d. l. 24.50 m.; r. a. apt. 24 by 6.10 (av.), f. f., d. l. 8.50 m.; 14 by 6.6, f. f., s. l., 24.10 m. | 20.32* | 123 12 | 50 00 | .05 m. decrease. In April, 1881. | 55 |
| 41,491 | 1,398 | 19.8 by 9, f. f., s. l. | 12 | 118 85 | | 47.40 m. from Feb. 1, 1881. In Sept., 1881. | 55a |
| 67,013 | 2,233 | 35.9 by 7.8; 19 by 7.4, f. f., s. l. to Cucharas, 169.30 m.; no r. a. residue, 37.60 m. | 15* | 117 99 | | 2.30 m. decrease. | 56 |
| 57,143 | 1,904 | 21.2 by 9.1½, f. f., s. l. | 6 | 117 99 | | .30 m. increase. | 57 |
| 84,163 | 2,805 | 16 by 6.11, f. f., s. l. | 24 | 117 90 | | 0.14 m. increase; br'ch; main line (64). In April, 1881. | 58 |
| 50,038 | 1,667 | 21.6 by 8.9, f. f., s. l. | 10.59* | 117 14 | | .01 m. increase. | 59 |
| 79,417 | 2,647 | 29.2 by 9.4, f. f., s. l. | 7 | 112 86 | | .10 m. decrease. | 60 |
| 32,350 | 1,745 | 18.1½ by 8.9½, f. f., s. l. | 9.3* | 112 86 | | .01 m. decrease. | 61 |
| 49,672 | 1,655 | 13 by 9, f. f., d. l. to Paris; s. l. residue. | 17 | 111 15 | | In April, 1882. | 62 |
| 47,116 | 1,570 | 19.2 by 9, f. f., s. l. | 6 | 109 44 | | 46.62 m. from Feb. 15, 1880; .81 m. from May 10, 1881. | 63 |
| 76,125 | 2,537 | 16.6 by 11, f. f., s. l. | 18.25* | 107 10 | | .44 m. increase; main route; branch (58). In April, 1881. | 64 |
| 67,071 | 2,235 | 29.2 by 9.4, f. f., s. l. | 7 | 101 75 | | .08 m. increase. | 65 |
| 192,371 | 6,412 | no r. a. | 24½* | 1,017 04½ | | In April, 1881. | 66 |
| 257,177 | 7,905 | 24.9 by 9.1½, f. f., d. l. | 14 | 100 89 | | 2.40 m. decrease. | 67 |

G.—Table showing the weight of the mails, the speed with which they are

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. Miles. | Miles per hour. |
|--------|---------|------------------|----------------------|------------------------------------|--------------------------------------------------------------|----------------------------|-----------------|
| 68 | Utah.. | 41003 | ..... | Ogden City, Butte City | Union Pacific Railway | 417.27 | 16 |
| 69 | Wash. | 43008 | ..... | Walla Walla, Dayton | Oregon Railway and Navigation Company. | 40 | 15 |
| 70 | Oreg.. | 44001 | ..... | Portland, Roseburgh | Oregon and California Railroad. | 198.88 | 18 |
| 70a | Mass.. | 3039 | ..... | South Braintree Junction, Newport. | Old Colony Railroad | 61.25 | 22 |
| 71 | Utah.. | 41001 | ..... | Ogden City, Frisco | Utah Central Railway | 281 | av.17 |
| 72 | Minn. | 26037 | ..... | Minneapolis, Benton | Chicago, Milwaukee and Saint Paul Railway. | 33.86 | 20 |
| 73 | Ark .. | 29001 | ..... | Hopefield, Little Rock | Memphis and Little Rock Railroad. | 135.88 | 19 |
| 74 | Tex .. | 31012 | ..... | Houston, Orange | Texas and New Orleans Railroad. | 106.24 | 20 |
| 75 | Colo .. | 38012 | ..... | Salida, Gunnison | Denver and Rio Grande Railway. | 74.30 | 15 |
| 76 | N. J .. | 7018 | ..... | Easton, Metuchen | Lehigh Valley Railroad | 54 | 34 |
| 77 | N. Y .. | 6022 | ..... | New York, Chatham | New York Central and Hudson River Railroad. | 130.50 | 30 |
| 78 | Iowa.. | 27017 | ..... | Davenport, Leavenworth .. | Chicago, Rock Island and Pacific Railroad. | 838.18 | 23 |
| 79 | Iowa.. | 27017 | ..... | Cameron, Kansas City | do | 55.78 | 25 |
| 80 | La | 30003 | ..... | New Orleans, Cheneyville .. | Morgan's Louisiana and Texas Railroad and Steamship Company. | 210.36 | 25 |
| 81 | La | 30010 | ..... | Vermillionville, Orange | Louisiana Western Railroad.. | 113.15 | 20 |
| 82 | Kans.. | 33021 | ..... | Waterville, Washington | Missouri Pacific Railway (Central Branch Division). | 20.62 | 13 |
| 83 | Me ... | 3 | ..... | Farmington, Brunswick | Maine Central Railroad | 67.89 | 18 |
| 84 | Colo .. | 38007 | ..... | Denver, Cheyenne | Denver Pacific Railway and Telegraph Company. | 106.86 | ..... |
| 85 | Me ... | 15 | ..... | Woolwich, Rockland | Knox and Lincoln Railroad... | 48.86 | 19 |
| 86 | Tex .. | 31007 | ..... | Palestine, San Antonio | International and Great Northern Railroad. | 265.82 | 19 |
| 87 | Nev .. | 45001 | ..... | Virginia City, Reno | Virginia and Truckee Railroad | 52.61 | 17 |
| 88 | Kans.. | 33026 | ..... | Concordia, Lenora | Missouri Pacific Railway (Central Branch division). | 138.54 | 20 |
| 89 | Dak .. | 35007 | ..... | Flandreau, Sioux Falls | Chicago, Milwaukee and Saint Paul Railway. | 39.17 | 21 |
| 90 | Colo .. | 38004 | ..... | Cucharas, Espanola | Denver and Rio Grande Railway. | 200.82 | 15 |
| 91 | N. Y .. | 6016 | ..... | Buffalo, Lewiston | New York Central and Hudson River Railroad. | 29 | 25 |

as conveyed, the accommodations for mails and agents, &c.—Continued.

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Remarks. | Order. |
|----------------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|--------|
| 30 days, total. | Per day, total. | | | | | | |
| Pounds. | Pounds. | | | Dollars. | Dollars. | | |
| 82,203 | 2,740 | 40 by 7.54, f. f., s. l. | 7 | 100 89 | | 193.61 m. from Jan. 1, 1880; 20.32 m. from June 1, 1880; 45.50 m. from Feb. 15, 1881; 68.85 m. from Jan. 10, 1882; .93 m. increase. | 68 |
| 40,341 | 1,344 | 19.6 by 9, f. f., s. l. | 7 | 100 04 | | From Sept. 20, 1881... | 69 |
| 37,769 | 1,258 | 20.54 by 8.104, f. f., s. l. | 8.4* | 99 18 | | .22 m. decrease; superseded by second weighing. | 70 |
| 40,708 | 1,356 | r. p. o., 20.6 by 9.2, 1 l., apt. 10 by 6.3, 1 l., 23.09 m.; no r. a. residue. | 21.42* | 99 18 | | .09 m. increase. In April, 1881. | 70a |
| 25,845 | 861 | 14.7 by 8.10 to Junab; no r. a. residue, 138 m. | 8.21* | 98 06 | | \$78.66 for 105.03 m.; \$56.43 for 137.76 m.; routes 41001, 41002, and 41007 consolidated. | 71 |
| 36,986 | 1,232 | 20 by 9, f. f., s. l. | 6 | 94 91 | | From Aug. 1, 1881. In April, 1882. | 72 |
| 85,523 | 2,850 | 22.8 by 8.9, f. f., s. l. | 7 | 93 71 | | 1.67 m. increase | 73 |
| 56,308 | 1,876 | 13.10 by 8.10, f. f., s. l. | 7 | 93 20 | | | 74 |
| 35,796 | 1,193 | 19.4 by 7.4, f. f., s. l. | 8.5* | 93 20 | | 43 m. from August 16, 1881; 32.75 m. from Sept. 20, 1881; 1.45 m. decrease. | 75 |
| 34,996 | 1,166 | In b. c. | 19 | 92 34 | | In December, 1881 | 76 |
| 28,883 | 1,295 | r. a. apt., 18 by 8.4, 1 l. | 12.08* | 90 63 | | In April, 1881 | 77 |
| 48,439 | 1,614 | 22.6 by 9.3, f. f., s. l., 307 m.; no r. a. residue. | 6.68* | 89 78 | | \$89.78 for 310.40 m.; pay not fixed on 27.78 m. from December 10, 1881. In Feb. 1882. | 78 |
| 17,654 | 588 | 22.6 by 9.2; no r. a. | 13 | | | From Feb. 15, 1882. In May, 1882; branch; main route, \$89.78 (78). | 79 |
| 61,710 | 2,057 | 14.4 by 9.6, f. f., s. l. | 7 | 89 61 | | 33.96 m. from Feb. 8, 1882; 25.39 m. from Mar. 1, 1882; 92.88 m. at \$112.01. | 80 |
| 52,549 | 1,751 | 13.10 by 8, f. f., s. l. | 7 | 88 07 | | | 81 |
| 46,641 | 1,621 | 29.2 by 9.4, f. f., s. l. to Greenleaf, 13 m.; residue no r. a. | 6.6* | 87 21 | | .12 m. increase | 82 |
| 21,886 | 729 | 16 by 6.7, f. f., s. l. 36.36 m.; d. l. 19.73 m. | 14.55* | 86 95 | | 1.61 m. decrease; \$76.95 for 51 m. In April, 1881. | 83 |
| 36,538 | 1,317 | r. p. o., 50.8 by 9.34 (40 feet authorized), 1 l., to La Salle Station, 46.20 m.; r. a. apt. 17.9 by 8.10, f. f., s. l.; no r. a. residue. | 10.73* | 86 36 | 25 00 | \$25 r. p. o. for 46 m.; .86 m. increase. | 84 |
| 33,192 | 1,106 | 14 by 6.6 (av.), f. f., s. l. | 12 | 86 36 | | In April and Dec., 1881. From July 1, 1881. | 85 |
| 76,625 | 2,554 | 22.1 by 9.1, f. f., s. l. | 11.51* | 82 94 | | 49.25 m. from Dec. 27, 1880; 32.64 m. from Feb. 16, 1881. In Oct. 1881. | 86 |
| 53,101 | 1,736 | 18 by 5.6, f. f., s. l. | 7 | 82 94 | | .86 m. increase | 87 |
| 34,477 | 1,149 | 29.2 by 9.4, f. f., s. l. | 7 | 82 94 | | 24.92 m. from Mar. 16, 1882. .39 m. decrease. | 88 |
| 28,460 | 948 | 21 by 9, f. f., s. l. | 6 | 82 94 | | 19.50 m. from April 1, 1881; 19.67 m. from Mar. 1, 1882. | 89 |
| 25,585 | 852 | 19.4 by 7.4, f. f., s. l., to Antonio; 109.50 m. No r. a. residue, 91.32 m. | 7 | 82 94 | | .63 m. increase | 90 |
| 34,796 | 1,159 | In b. c. | 33.51* | 82 934 | | In April, 1881 | 91 |

G. — Table showing the weight of the mails, the speed with which they

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. Miles. | Miles per hour. |
|--------|---------|------------------|----------------------|-------------------------------------|-----------------------------------------------------|----------------------------|-----------------|
| 92 | N. H. | 1006 | ..... | Groveton, Wells River..... | Boston, Concord and Montreal Railroad. | 53.71 | 22 |
| 93 | N. Y. | 6045 | ..... | Long Island City, Greenport | Long Island Railroad | 97.17 | 23 |
| 94 | Tex. | 31028 | ..... | Whitesborough, Fort Worth | Texas Pacific and Missouri Pacific Railway. | 72.17 | 18 |
| 95 | Tex. | 31028 | ..... | Whitesborough, Waco..... | do | 160.48 | 18 |
| 96 | Kans. | 33005 | ..... | Cherryvale, Hunnewell | Kansas City, Lawrence and Southern Kansas Railroad. | 131.19 | 21 |
| 97 | Wis. | 25038 | ..... | Milwaukee, Montfort | Chicago and Northwestern Railway. | 146.31 | 23 |
| 98 | Cal. | 46006 | ..... | Suisun, Napa Junction..... | California Pacific Railroad.... | 13.01 | 26 |
| 99 | N. Y. | 6066 | ..... | Rouse's Point, Canada Line, (n. o.) | Champlain and Saint Lawrence Railroad. | 1.20 | 26 |
| 100 | Colo. | 38006 | ..... | La Junta, Deming | Atchison, Topeka and Santa Fé Railroad. | 587.80 | 30 |
| 101 | Dak. | 35005 | ..... | Grand Forks, Fargo | Saint Paul, Minneapolis and Manitoba Railway. | 78.93 | 20 |
| 102 | Pa. | 8030 | ..... | Harrisburgh, Martinsburgh. | Cumberland Valley Railroad... | 94.63 | 30 |
| 103 | Cal. | 46014 | ..... | Goshen (n. o.), Yuma..... | Southern Pacific Railroad | 490.33 | 13 |
| 104 | Cal. | 46014 | ..... | Huron, Yuma..... | do | 530.52 | 13 |
| 105 | N. Mex. | 39001 | ..... | Lamy Station (n. o.), Santa Fé. | Atchison, Topeka and Santa Fé Railroad. | 18.63 | 16 |
| 106 | Ky. | 20020 | ..... | Cincinnati, Chattanooga | Cincinnati, New Orleans and Texas Pacific Railway. | 337.50 | 27 |
| 107 | Cal. | 46011 | ..... | San Francisco, Cloverdale .. | San Francisco and North Pacific Railroad. | 90 | 22 |
| 108 | Cal. | 46002 | ..... | San Francisco, Soledad | Southern Pacific Railroad... | 142.96 | 26 |
| 109 | Kans. | 33004 | ..... | Lawrence, Coffeyville..... | Kansas City, Lawrence and Southern Kansas Railroad. | 141.57 | 21 |
| 110 | Tex. | 31011 | ..... | Whitesborough, Texarkana. | Texas and Pacific Railway... | 173.67 | 18 |
| 111 | Minn. | 26021 | ..... | White Bear Lake, Angus ... | Minneapolis and Saint Louis Railway. | 275.26 av. | 18 |
| 112 | Kans. | 33011 | ..... | Newton, Arkansas City..... | Atchison, Topeka and Santa Fé Railroad. | 78.56 | 20 |
| 113 | Kans. | 33007 | ..... | Saint Joseph, Grand Island. | Saint Joseph and Western Railroad. | 252.88 | 20 |
| 114 | Mo. | 28040 | ..... | Pleasant Hill, Carthage..... | Missouri Pacific Railway | 115.46 | 23 |
| 115 | Kans. | 33012 | ..... | Atchison, Columbus | Burlington and Missouri River Railroad. | 221.36 av. | 16 |

are conveyed, the accommodations for mails and agents, &c.—Continued.

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | | Remarks. | Order. |
|----------------------------------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 30 days total. | Per day total. | | | Dollars. | Dollars. | | |
| <i>Pounds.</i> 87,883 | <i>Pounds.</i> 1,464 | 17 by 6.8, f. f., a. l.; 13.6 by 6.7, f. f., a. l. 12 m. | 11.86* | 82 08 | ..... | .41 m. decrease. In Apr. and Aug., 1881, \$92.08 for 28.12 m. | 92 |
| 75,633 | 1,260 | 17.10 by 6.8, f. f., a. l. | 12 | 82 08 | ..... | 2.86 m. increase main line; branch (280), | 93 |
| 26,925 | 897 | 39.2 by 9.2, f. f., a. l. | 7 | 80 37 | ..... | In October, 1881 | 94 |
| 25,457 | 948 | 16 by 9, f. f., a. l. | 7 | 80 37 | ..... | 87.97 m. from Dec. 15, 1881. .34 m. increase. | 95 |
| 27,929 | 960 | 18.2 by 8.9, f. f., a. l., to Wellington 112.70 m.; no r. a. residue, 18.49 m. | 6 | 79 52 | ..... | .15 m. decrease | 96 |
| 25,657 | 855 | 19.2 by 7.2, f. f., a. l. | 9.3* | 78 66 | ..... | 64.60 m. from Oct. 15, 1881. 81.71 m. from Feb. 10, 1882. In April, 1882. | 97 |
| 9,397 | 313 | No r. a. | 7 | 77 81 | ..... | .01 m. increase | 98 |
| 36,552 | 1,218 | In b. c. | 6 | 76 95 | ..... | 1.05 m. decrease. In April, 1881. | 99 |
| 71,212 | 2,373 | 13.3 by 9.1½, f. f., a. l. | 7 | 76 10 | ..... | 73.71 m. from Apr. 1, 1880; 67.30 m. from May 20, 1880; 76.07 m. from Oct. 16, 1880; 101.78 m. from Feb. 20, 1881; 52.60 m. from Mar. 18, 1881. In June, 1881. | 100 |
| 23,912 | 797 | 12.4 by 7.2, f. f., a. l. | 7 | 76 10 | ..... | From Apr. 1, 1881; 2.87 m. increase. In May, 1882. | 101 |
| 38,480 | 1,282 | 13.8 by 8.4, f. f., 2 l. | 15.31* | 76 09½ | ..... | 0.56 m. increase. In April, 1881. | 102 |
| 81,329 | 2,710 | r. p. o. 55.1½ by 9.5½, f. f., a. l. to Los Angeles 241.62 m. (40-foot cars authorized). | 7 | 75 24 | ..... | \$25 for 241.62 miles. Part. | 103 |
| 75,362 | 2,512 | 55.1½ by 9.5½, f. f., a. l. Goshen to Los Angeles, 241.62 m. (40-foot cars authorized); no r. a. Huron to Goshen, 40.10 m. | 7 | 75 24 | ..... | \$25 for 241.62 m.; 23 m. increase. From Huron to Goshen 40.10 m. is made a separate route from July 1, 1882. | 104 |
| 21,381 | 746 | No apt. | 14 | 74 39 | ..... | From April 1, 1880. In June, 1881. | 105 |
| 74,285 | 2,476 | 22 by 9.3, f. f., a. l. | 16.02* | 73 53 | ..... | In April, 1882 | 106 |
| 34,269 | 1,142 | 8 by 6, f. f., a. l. | 10.8* | 73 53 | ..... | ..... | 107 |
| 34,183 | 1,272 | 17 by 9, f. f., a. l. | 12.51* | 73 19 | ..... | .84 m. decrease | 108 |
| 25,676 | 1,189 | 18.2 by 8.9, f. f., a. l., to Cherryvale, 125.10 m.; no r. a. residue, 16.47 m. | 6 | 71 82 | ..... | .77 m. increase | 109 |
| 29,570 | 985 | 16.10 by 9, f. f., a. l. | 7 | 71 82 | ..... | 17.09 m. from Sept. 1, 1881; 76 m. increase. | 110 |
| 19,464 | 648 | av. 14.10 by 9, f. f., a. l., between Minneapolis and Angus, 260.23 m.; no r. a. residue, 15.03 m. | 8.25* | 71 82 | ..... | 49.78 m. from Feb. 20, 1882. In April, 1882. | 111 |
| 25,071 | 835 | 13.3 by 9.1½, f. f., a. l. | 8.07* | 70 11 | ..... | .28 m. decrease | 112 |
| 21,675 | 722 | 20 by 9.4, f. f., a. l. | 7 | 70 11 | ..... | 1.48 m. increase; 226.50 m. at \$56 09, land grant. In Apr., 1882. Terminus changed from Ellwood to Saint Joseph from July 1, 1882. | 113 |
| 19,046 | 634 | 20 by 8.2, f. f., a. l. | 9.5* | 69 26 | ..... | 38.97 m. from Oct. 11, 1880; 30 m. from Apr. 3, 1881; 24.30 m. from Sept. 22, 1881; 22.19 m. from Dec. 23, 1881. In March, 1882. | 114 |
| 21,623 | 720 | 19.6 by 8.6; 8 by 7.6, f. f., a. l. | 6 | 68 40 | ..... | .06 m. increase | 115 |

G.—Table showing the weight of the mails, the speed with which they

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. <i>Miles.</i> | Miles per hour. |
|--------|--------|------------------|----------------------|------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-----------------|
| 116 | Dak | 35001 | | Sioux City, Yankton | Chicago, Milwaukee and Saint Paul Railway. | 62.10 | 20 |
| 117 | Pa | 8027 | | Lancaster, Middletown | Pennsylvania Railroad | 21.64 | 21 |
| 118 | Cal | 46008 | | Vallejo Junction, Calistoga | California Pacific Railroad | 43.87 | 22 |
| 119 | Tex | 31004 | | Hempstead, Austin | Houston and Texas Central Railroad. | 115.22 | 19 |
| 120 | N. J | 7005 | | Camden, Monmouth Junction. | Pennsylvania Railroad | 53.22 | 35 |
| 121 | Kans | 33080 | 33037 | Mulvane, Caldwell | Atchison, Topeka, and Santa Fé Railroad. | 33.20 | 20 |
| 122 | Fla | 16009 | | Hart's Road, Jacksonville | Fernandina and Jacksonville Railroad. | 23.27 | 20 |
| 123 | Kans | 33019 | | Ottawa, Burlington | Kansas City, Lawrence and Southern Kansas Railroad. | 48.95 | 20 |
| 124 | Tex | 31033 | | Temple, Fort Worth | Gulf, Colorado and Santa Fé Railway. | 128.30 | 25 |
| 125 | N. M | 39001 | | Lamy Station (n. o.), Santa Fé | Atchison, Topeka and Santa Fé Railroad. | 18.70 | |
| 126 | Cal | 46012 | | Stockton, Milton | Stockton and Copperopolis Railroad. | 30.09 | 16 |
| 127 | Md | 10007 | | Annapolis, Annapolis Junction. | Annapolis and Elk Ridge Railroad. | 21.11 | 25 |
| 128 | Vt | 2016 | | Brattleborough, South Londonderry. | Central Vermont Railroad | 36.15 | 17 |
| 129 | Kans | 33002 | | Lawrence, Leavenworth | Union Pacific Railway | 32.34 | 25 |
| 130 | Va | 11026 | | Norfolk, Edenton | Elizabeth City and Norfolk Railroad. | 74.05 | 21 |
| 131 | N. J | 7026 | | Sandy Hook, Pemberton Junction. | New Jersey Southern Railroad. | 65 | 30 |
| 132 | Tex | 31027 | | Galveston, Belton | Gulf, Colorado and Santa Fé Railway. | 228.90 | 25 |
| 133 | Kans | 33015 | | Junction City, Clyde | Junction City and Fort Kearney Railroad. | 330.15 | 21 |
| 134 | Ark | 29007 | | Little Rock, Arkansas City. | Little Rock, Mississippi River and Texas Railway. | 112.25 | 16 |
| 135 | Tex | 31005 | | Bremond, Cisco | Houston and Texas Central Railroad. | 197.06 | 18 |
| 136 | Tex | 31026 | | Georgetown, Round Rock | International and Great Northern Railroad. | 10.22 | 10 |
| 137 | Minn | 26035 | | Barnesville, Moorhead | Saint Paul, Minneapolis and Manitoba Railway. | 23.40 | 22 |
| 138 | Cal | 46017 | | Los Angeles, Santa Ana | Central Pacific Railroad Co., leases Los Angeles and San Diego Railroad. | 35.23 | 16 |
| 139 | Va | 11025 | | Orange, Gordonsville | Virginia Midland Railway | 9.79 | 14 |
| 140 | Pa | 8031 | | Pittsburgh, West Brownsville. | Pennsylvania Railroad | 54.62 | 21 |
| 141 | N. Y. | 6046 | | Hicksville, Port Jefferson | Long Island Railroad | 33.50 | 23 |
| 142 | N. M | 39002 | | Antonito, Durango | Denver and Rio Grande Railway. | 171.39 | 15 |
| 143 | Ark | 29003 | | Argenta, Fort Smith | Little Rock and Fort Smith Railway. | 167.15 | 20 |
| 144 | Nev | 45002 | | Palisade, Eureka | Eureka and Palisade Railroad. | 90.85 | 22 |

are conveyed, the accommodations for mails and agents, &c.—Continued.

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Remarks. | Order. |
|----------------------------------------|----------|---------------------------------------------------------------|-----------------|--------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 80 days' total. | Per day. | | | | | | |
| Pounds. | Pounds. | | | Dollars. | Dollars. | | |
| 16,150 | 588 | 12.5 by 7.9, f. f., a. l. | 6 | 68 40 | | .39 m. increase | 116 |
| 44,774 | 747 | r. a. apt., 11 by 8.6, 1 l., 12.15 m., Lancaster to Columbus. | 20.30* | 67 55 | | .14 m. increase, 60 days in Feb. and Mar., 1882. | 117 |
| 19,362 | 645 | 10 by 8.10, f. f., d. l. | 12.71* | 67 55 | | .03 m. decrease | 118 |
| 22,986 | 766 | 14.8 by 8, f. f., a. l. | 13 | 67 54 | | .02 m. increase | 119 |
| 19,267 | 642 | 11 by 8, f. f., a. l. | 8.60* | 67 54½ | | Main route; branches, \$46.17, \$38.47½ (197, 371); .24 m. decrease. In April, 1881. | 120 |
| 22,782 | 759 | 13.3 by 9.1½, f. f., a. l. | 6 | 66 69 | | .11 m. increase. (Formerly branch 33011.) | 121 |
| 16,992 | 566 | no apt.; no r. a. | 13 | 66 69 | | In October, 1881 | 122 |
| 13,681 | 456 | 18.2 by 8.9, f. f., a. l. | 6 | 66 69 | | .10 m. decrease | 123 |
| 16,577 | 552 | 13 by 7, f. f., a. l. | 7 | 65 84 | | 99.30 m. from Dec. 1, 1881; 29 m. from Feb. 8, 1882. | 124 |
| 16,365 | 545 | in b. c. | 14 | 65 84 | | .07 m. increase | 125 |
| 19,228 | 640 | 10 by 8.9, f. f., a. l. | 8.99* | 64 98 | | .09 m. increase | 126 |
| 17,116 | 570 | 9.4 by 8.5, f. f., 2 l. | 15* | 64 98 | | In January, 1882 | 127 |
| 16,726 | 524 | in b. c. | 6 | 64 98 | | In April, 1881 | 128 |
| 21,458 | 715 | 18.2 by 8.6, f. f., a. l. | 7 | 64 13 | | 2.71 m. decrease | 129 |
| 15,126 | 504 | 6.7½ by 5.9½, f. f., a. l. | 6 | 64 13 | | 46.15 m. from July 15, 1881; 27.90 m. from Dec. 20, 1881. In Mar., 1882. | 130 |
| 5,896 | 196 | 8.3 by 6.9, f. f., a. l. | 6 | 63 29 | | In April, 1881. Main route; branch (184); branch (256). | 131 |
| 20,505 | 693 | 13 by 7, f. f., a. l. | 7 | 63 27 | | .10 m. increase | 132 |
| 15,439 | 514 | 13.2 by 9.1, f. f., a. l. | 7 | 63 27 | | 1.15 m. increase | 133 |
| 14,829 | 494 | 14 by 7.3, f. f., a. l. | 6 | 63 27 | | 43.85 m. from April 1, 1881. In Oct., 1881. | 134 |
| 20,027 | 667 | 14 by 8.8, f. f., a. l. | 9.9* | 62 42 | | .10 m. decrease; 52.57 m. from July 18, 1881; 47.91 m. from Sept. 26, 1881. | 135 |
| 16,062 | 502 | no apt. | 10.50* | 62 42 | | | 136 |
| 14,506 | 496 | no r. a. | 18 | 62 42 | | From April 1, 1881. In May, 1882. | 137 |
| 27,184 | 906 | 8.4 by 6, f. f., a. l. | 7 | 61 56 | | .69 m. increase | 138 |
| 13,755 | 458 | in b. c. | 6 | 60 71 | | In January, 1882 | 139 |
| 4,648 | 161 | 15 by 8.7, 1 l. | 9 | 60 71 | | \$60.71 for 31.8 m.; 23.32 m. from July 1, 1881, extension from Monongahela City to West Brownsville. Weighed on extension in March and April, 1882, 80 days. | 140 |
| 22,111 | 535 | 13 by 5.9, f. f., a. l. | 12 | 60 44½ | | 3 m. decrease. Combined weighings Apr. and Aug., 1881; 20 m. at \$50.44. | 141 |
| 22,430 | 947 | 19.4 by 7.4, f. f., a. l. | 7 | 59 00 | | 22.60 m. from July 1, 1881; 35.20 m. from Aug. 16, 1881; 31 m. decrease. | 142 |
| 24,706 | 1 156 | 18 by 9, f. f., a. l. | 6 | 58 83 | | 2.14 m. decrease | 143 |
| 15,022 | 50 | no r. a. | 7 | 58 14 | | .42 m. decrease | 144 |

G.—Table showing the weight of the mails, the speed with which they

| Order. | State. | Number of route | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Miles per hour. |
|--------|--------|-----------------|----------------------|--------------------------------|-------------------------------------------------------|------------------|-----------------|
| 145 | Nebr. | 34010 | | Fremont, Long Pine | Fremont, Elkhorn and Missouri Valley Railroad. | Miles. 212.71 | |
| 146 | Ill. | 23024 | | Peoria, Evansville | Peoria, Decatur and Evansville Railway. | 250.53 | 23 |
| 147 | Mo. | 28036 | | Fort Scott, Springfield | Kansas City, Fort Scott and Gulf Railroad. | 105.42 | 20 |
| 148 | Dak. | 35002 | | Marion, Chamberlain | Chicago, Milwaukee and Saint Paul Railway. | 111.88 | av 14 |
| 149 | Mass. | 3028 | | South Framingham, Milford. | Boston and Albany Railroad. | 12.31 | 21 |
| 150 | Iowa. | 27003 | | Cedar Rapids, Emmittsburg | Burlington, Cedar Rapids and Northern Railway. | 184.05 | 22 |
| 151 | Dak. | 35011a | 35011 | Grand Forks, Grafton | Saint Paul, Minneapolis and Manitoba Railway. | 40.05 | 20 |
| 152 | Minn. | 26020 | | Worthington, Salem | Chicago, Saint Paul, Minneapolis and Omaha Railway. | 101.79 | 20 |
| 153 | Tex. | 31025 | | Texarkana, Waco | Texas and Saint Louis Railway. | 258.79 | 16 |
| 154 | Cal. | 46022 | | Davisville, Willows | Central Pacific Railway Co. (Lease Northern Railway). | 74.5 | 25 |
| 155 | Cal. | 46005 | | Sacramento City, Folsom City. | Sacramento and Placerville Railroad. | 22.23 | 16 |
| 156 | Kans. | 33009 | | Junction City, Parsons | Missouri Pacific Railway | 157.86 | 25 |
| 157 | Minn. | 26010 | | Hastings, Aberdeen | Chicago, Milwaukee and Saint Paul Railway. | 312.96 | 17 |
| 158 | Ark. | 29005 | | Malvern Junction, Hot Springs. | Hot Springs Railroad. | 25.90 | 18 |
| 159 | Nev. | 45004 | | Mound House, Candalaria | Carson and Colorado Railroad. | 158.96 | 15 |
| 160 | Tex. | 31013 | | Jefferson, Greenville | Missouri Pacific Railway | 121.48 | 15 |
| 161 | Cal. | 46029 | | Niles Junction, San José | Central Pacific Railroad | 18.37 | 30 |
| 162 | Cal. | 46023 | | Galt, Ione | Amador Branch Railway | 27.79 | 14 |
| 163 | Mich. | 24042 | | Port Huron, Sand Beach | Port Huron and Northwestern Railway. | 71.70 | 16 |
| 164 | Nebr. | 31008 | | Valley, Stromsburg | Omaha and Republican Valley Railroad. | 90.86 | |
| 165 | Oreg. | 44002 | | Portland, Corvallis | Oregon and California Railroad. | 97.85 | 14 |
| 166 | Cal. | 46116 | | San Francisco, Duncan's Mills. | North Pacific Coast Railroad. | 80.50 | 16 |
| 167 | Colo. | 38011 | | Alamosa, Del Norte | Denver and Rio Grande Railway. | 31.83 | 15 |
| 168 | Colo. | 38010 | | Canon City, West Cliff | do | 31.20 | 15 |
| 169 | N. Y. | 6093 | | Long Island City, Sag Harbor. | Long Island Railroad | 90.67 | 22 |
| 170 | Pa. | 8063 | | Connellsville, Uniontown | Baltimore and Ohio Railroad. | 12.96 | 20 |
| 171 | Nebr. | 34008 | | Omaha, Covington | Chicago, Saint Paul, Minneapolis and Omaha Railway. | 127.12 | 14 |
| 172 | Wash. | 43001 | | Kalama, Carbonado | Northern Pacific Railroad, Pacific Division. | 139.83 | 23 |

are conveyed, the accommodations for mails and agents, &c.—Continued.

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | Pay per mile per annum for p. o. cars. | Remarks. | Order. |
|----------------------------------------|-----------------|--------------------------------------------------------------------------------|-----------------|--------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 30 days, total. | Per day, total. | | | | | | |
| Pounds. | Pounds. | | | Dollars. | Dollars. | | |
| 14,745 | 491 | 17.9 by 9.6, f. f., a. l. | 6 | 58 14 | | .02 m. increase; 38.92 m. from Sept. 15, 1881; 57.43 m. from Dec. 15, 1881. | 145 |
| 13,237 | 441 | 19.9 by 9.4, f. f., a. l. | 6 | 58 14 | | 57.96 m. from Apr. 1, 1881. In Oct., 1881. | 146 |
| 12,685 | 422 | 14 by 9.2, f. f., a. l. | 6 | 58 14 | | 23.93 m. from Dec. 1, 1880; 12.34 m. from Dec. 16, 1880; 31.72 m. from Jan. 16, 1881. In Oct., 1881. | 147 |
| 14,403 | 480 | 20.3 by 9.6, f. f., a. l. to Mitchell, 44.39 m. No r. a. residue, 67.49 m. | 6 | 57 29 | | 67.33 m. from Aug. 16, 1881. | 148 |
| 5,760 | 191 | in b. c. | 24 | 57 28½ | | .01 m. increase. In April, 1881. | 149 |
| 18,280 | 609 | 20 by 9.4, f. f., a. l. | 6 | 56 43 | | Lap from Cedar Rapids to Vinton, 21.21 m.; 26.34 m. from Dec. 20, 1880; 28.86 m. from Jan. 20, 1881; 9.52 m. from Oct. 15, 1881; 47.67 m. from Jan. 16, 1882. In April, 1882. | 150 |
| 11,981 | 399 | 12.4 by 7.2, f. f., a. l. | 7 | 56 43 | | From Feb. 1, 1882; .21 m. increase. In May, 1882. | 151 |
| 6,279 | 209 | 11.9 by 9.4, f. f., a. l., to Sioux Falls, 62.69 m. No r. a. residue, 39.10 m. | 6 | 55 58 | | 38.72 m. from Jan. 20, 1881. In April, 1882. | 152 |
| 16,516 | 550 | av. 9.8 by 7.7, f. f., a. l. | 7 | 54 72 | | 92.41 m. from Sept. 1, 1881. | 153 |
| 16,198 | 539 | 8.11 by 8.0½, f. f. | 6½* | 54 72 | | 9.20 m. at \$45.32; .11 m. increase. | 154 |
| 11,644 | 388 | 6.6 by 6, f. f., a. l. | 12 | 54 72 | | .97 m. decrease | 155 |
| 24,817 | 826 | 15.8 by 7.2, f. f., a. l. | 6 | 54 04 | | .42 m. increase | 156 |
| 20,808 | 693 | av. 19 by 9, f. f., a. l. | 6 | 54 04 | | 110.16 m. from Aug. 16, 1881. In April, 1882. | 157 |
| 19,136 | 637 | 8 by 4, no r. a. | 14 | 53 87 | | .79 m. increase | 158 |
| 10,636 | 361 | no r. a. | 7 | 53 87 | | 100 m. from July 16, 1881; 58.80 m. from Mar. 15, 1882; .16 m. increase. | 159 |
| 9,091 | 303 | 14 by 6, f. f., a. l. | 6 | 53 87 | | .72 m. decrease | 160 |
| 8,118 | 270 | no r. a. | 14 | 53 87 | | .30 m. increase | 161 |
| 16,415 | 547 | no r. a. | 7 | 53 01 | | .05 m. decrease | 162 |
| 15,998 | 333 | 8.8 by 5.9, d. l. to Marlette Junction, 14.50 m.; a. l. residue. | 8.4* | 53 01 | | In April, 1882 | 163 |
| 13,298 | 442 | 12.2½ by 6.10, f. f., a. l. | 8.5* | 53 01 | | .08 m. increase | 164 |
| 10,805 | 360 | 10 by 8.10, f. f., a. l. | 6 | 53 01 | | 47.54 m. at \$42.75; 1.36 m. decrease. Route 44004 consolidated with this route. | 165 |
| 12,875 | 429 | 8 by 6, f. f., a. l. | 7.30* | 52 16 | | .03 m. increase | 166 |
| 9,990 | 333 | no r. a. | 7 | 52 16 | | From Aug. 16, 1881; 32 m. increase. | 167 |
| 10,242 | 341 | no r. a. | 7 | 52 16 | | From Aug. 16, 1881; 2.30 m. decrease. | 168 |
| 51,488 | 857 | 17.9 by 6.8, f. f., a. l. | 12 | 51 30 | | Weights of Apiland August, 1881, combined. Route started from Aug. 1, 1881. | 169 |
| 1,707 | 57 | in b. c. | 12 | 51 30 | | 1.28 m. increase. In April, 1882. Branch; | 170 |
| 17,624 | 587 | 11.10 by 9.3, f. f., a. l. | 6.47* | 51 16 | | .49 m. decrease | 171 |
| 24,386 | 812 | 22.6 by 9, f. f., a. l. to New Tacoma, 105 m. No r. a. residue; 34.83 m. | 6 | 50 61 | | 3.50 m. from Nov. 1, 1881. | 172 |

G.—Table showing the weight of the mails, the speed with which they

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. <i>Miles.</i> | Miles per hour. |
|--------|-----------|------------------|----------------------|----------------------------------------|---------------------------------------------------------|-----------------------------------|-----------------|
| 173 | Tex ... | 31022 | ..... | Denison City, Gainesville... | Missouri Pacific Railway | 40.51 | 13 |
| 174 | Minn .. | 26020 | ..... | Worthington, Salem | Worthington and Sioux Falls Railroad. | 101.79 | 20 |
| 175 | N. H. ... | 1007 | ..... | Wing Road, Fabyan House. | Boston, Concord and Montreal Railroad. | 13.54 | 24 |
| 176 | Cal ... | 46019 | ..... | Colfax, Nevada City | Nevada County Narrow Gauge Railroad. | 23.06 | 12 |
| 177 | Md ... | 10012 | ..... | Clayton, Chestertown | Kent County Railroad ..... | ..... | 17 |
| 178 | Md ... | 10012 | ..... | Clayton, Chestertown | do | 32.73 | 17 |
| 179 | Md ... | 10012 | ..... | Clayton, Chestertown | do | 33.67 | 17 |
| 180 | Kans ... | 33025 | ..... | Solomon City, Beloit | Solomon Railroad | 57.83 | 14 |
| 181 | Tex ... | 31021 | ..... | Waxahachie, Garrett | Central Texas and Northwest-ern Railway. | 12.08 | 12 |
| 182 | Mich ... | 24049 | ..... | Saint Clair Junction (n. c.), Saginaw. | Flint and Pere Marquette Railroad. | 3.54 | 10 |
| 183 | N. Y. ... | 6019 | ..... | Dunkirk, Titusville | New York Central and Hud-son River Railroad. | 91.16 | 22 |
| 184 | N. J. ... | 7026 | ..... | Manchester, Barnegat | New Jersey Southern Railroad | 22.42 | 25 |
| 185 | Wis ... | 25004 | ..... | Milton Junction, Shullaburg | Chicago, Milwaukee and Saint Paul Railway. | 76.21 | 20 |
| 186 | Utah ... | 41008 | ..... | Echo City, Park City | Echo and Park City Railroad. | 28.45 | 20 |
| 187 | Kans ... | 33030c | 33033 | Osawatimie, Ottawa | Missouri Pacific Railway | 21.40 | 25 |
| 188 | Cal ... | 46009 | ..... | Marysville, Oroville | N. D. Rideout, purchaser Cali-fornia Northern Railroad. | 27.50 | 20 |
| 189 | Minn ... | 26014 | ..... | Saint Peter, Watertown | Winona and Saint Peter Rail-road. | 184.73 | 18 |
| 190 | Cal ... | 46031 | ..... | San Francisco, Santa Cruz .. | South Pacific Coast Railroad.. | 83.15 | 22 |
| 191 | Ohio ... | 21073 | ..... | Cleveland, Canton | Valley Railway | 60.39 | 20 |
| 192 | Kans ... | 33030 | ..... | Florence, Ellenwood | Atchison, Topeka and Santa Fé Railroad. | 96.67 | 25 |
| 193 | N. J. ... | 7004 | ..... | Princeton Junction, Prince-ton. | Pennsylvania Railroad | 3.37 | 20 |
| 194 | Colo ... | 38015 | ..... | Mears, Haumann | Denver and Rio Grande Rail-way. | 27.33 | 15 |
| 195 | Kans ... | 33030 | 33034 | Burlingame, Manhattan | Manhattan, Alma and Bur-lingame Railway. | 57.21 | 15 |
| 196 | Nebr ... | 34003 | ..... | Omaha, Covington | Chicago, Saint Paul, Minne-apolis and Omaha Railway. | 127.61 | 20 |
| 197 | N. J. ... | 7005 | ..... | Bordentown, Trenton | Pennsylvania Railroad | 6.04 | 18 |
| 198 | Mo ... | 28044 | ..... | Bigelow, Burlington Junc-tion. | Kansas City, Saint Joseph and Council Bluffs Railroad. | 32.39 | 24 |
| 199 | N. Y. ... | 6021 | ..... | Rochester, Charlotte | New York Central and Hud-son River Railroad. | 9 | 25 |
| 200 | Tex ... | 31027 | ..... | Galveston, Belton | Gulf Colorado and Santa Fé Railway. | 226.96 | 25 |
| 201 | Minn ... | 26009 | ..... | Mendota, Minneapolis | Chicago, Milwaukee and Saint Paul Railway. | 8.79 | 13 |
| 202 | Cal ... | 46007 | ..... | Woodland, Grafton | California Pacific Railroad | 9.84 | 22 |
| 203 | Kans ... | 33023 | ..... | Emporia, Howard | Atchison, Topeka and Santa Fé Railroad. | 78.59 | 12 |

are conveyed, the accommodations for mails and agents, &c.—Continued.

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | Pay per mile per annum for p. o. cars. | Remarks. | Order. |
|----------------------------------------|-----------------|-------------------------------------------------------------------------------|-----------------|--------------------------------------------|----------------------------------------|--------------------------------------------------------------------------------------|--------|
| 30 days, total. | Per day, total. | | | | | | |
| Pounds. | Pounds. | | | Dollars. | Dollars. | | |
| 43, 192 | 1, 436 | 16 by 9, f. f., a. l. | 7 | 50 45 | | .09 m. decrease | 173 |
| 11, 610 | 387 | 11.10 by 9.3, f. f., a. l. | 6 | 50 45 | | Not weighed on extension from Sioux Falls to Salem; 83.72 m. In June, 1881. | 174 |
| 39, 421 | 656 | 13.7 by 6.7, f. f., a. l. | 24 | 49 50 | | Weights for May and August, combined. | 175 |
| 19, 163 | 638 | no r. a. | 14 | 49 50 | | .28 m. decrease | 176 |
| 18, 866 | 628 | 10 by 6, f. s., 1 l. | 6 | 49 50 | | In Dec., 1881; weighing set aside. | 177 |
| 16, 026 | 534 | r. a. apt., 10 by 6, f. f., 1 l. | 6 | 49 50 | | In January, 1882 | 178 |
| 12, 152 | 405 | r. a. apt., 10 by 6, f. f., c. | 6.5* | 49 50 | | 3.59 m. increase. In April, 1881; weighing set aside. | 179 |
| 11, 165 | 372 | 16 by 8, f. f., a. l. | 7 | 49 50 | | .93 m. increase | 180 |
| 8, 946 | 296 | 8 by 8, no r. a. | 12 | 49 50 | | .14 m. increase | 181 |
| 8, 820 | 294 | no apt.; no r. a. | 24 | 48 74 | | From March 1, 1882. In April, 1882. | 182 |
| 12, 841 | 428 | 12.6 by 6.7, f. f., 1 l. | 9.62* | 48 73½ | | In April, 1881 | 183 |
| 3, 466 | 114 | in b. c. | 11.81* | 48 73½ | | Branch; main route (131). Branch (256), 2.12 m., from Oct. 15, 1879. In April, 1881. | 184 |
| 18, 427 | 614 | 17 by 7.7, f. f., a. l., to Gratiot 64.30 m.; no r. a., residue 11.91 m. | 10.8 | 47 88 | | 33.59 m. from October 20, 1881. In April, 1882. | 185 |
| 8, 314 | 277 | no r. a. | 14 | 47 88 | | .20 m. decrease. From May 2, 1881. | 186 |
| 6, 840 | 228 | 16.4 by 8.8, no r. a. | 6 | 47 88 | | .10 m. decrease | 187 |
| 6, 462 | 213 | no r. a. | 7 | 47 88 | | 2.5 m. decrease | 188 |
| 22, 262 | 942 | 14.6 by 7.6, f. f., a. l. | 7.3* | 47 88 | | 34.10 m. from August 16, 1879. In August, 1881. | 189 |
| 20, 479 | 682 | 8 by 7.6, f. f., a. l. | 13 | 47 03 | | .18 m. decrease | 190 |
| 15, 264 | 508 | 11.6 by 7.1½, f. f., a. l. | 12 | 47 03 | | In Dec. 1881. From January 1, 1882. | 191 |
| 11, 194 | 378 | 13.3 by 9.1½, f. f., a. l. | 6 | 47 03 | | 19.76 m. from Nov. 15, 1881; .52 m. increase. | 192 |
| 10, 310 | 343 | in b. c. | 36 | 47 03 | | .17 m. increase. Branch; main route (1), weighing for 30 days. In April, 1882. | 193 |
| 7, 869 | 260 | 19 by 7.4, no r. a. | 7 | 47 03 | | 19.56 m. from Nov. 25, 1881. 8.25 m. from April 15, 1882. | 194 |
| 6, 826 | 227 | 10 by 7, f. f., a. l. | 6 | 47 03 | | .10 m. decrease | 195 |
| 10, 290 | 343 | 11.4 by 9.3½, f. f., a. l. | 12 | 46 17 | | In Oct., 1881. 16.30 m. from March 1, 1880. 62.96 m. from Jan. 20, 1881. | 196 |
| 8, 628 | 267 | in b. c. | 18 | 46 17 | | Branch (371); main route (120), \$67.54; .96 m. decrease. In April, 1881. | 197 |
| 7, 569 | 250 | 11.4 by 6.6, f. f., a. l. | 6 | 46 17 | | From Dec. 20, 1880. In March, 1882. | 198 |
| 6, 231 | 207 | in b. c. | 17½* | 46 17 | | In April, 1881 | 199 |
| 14, 868 | 496 | 13 by 6.10, f. f., a. l. | 8.04* | 45 32 | | Whole route from Oct. 1, 1881. 37.85 m. from Mar. 15, 1881. In October, 1881. | 200 |
| 7, 403 | 246 | no r. a. | 12 | 45 32 | | Branch; main route, \$74.56, not weigh'd. From Feb. 1, 1881. In April, 1882. | 201 |
| 1, 942 | 64 | no r. a. | 6 | 45 32 | | .70 m. increase | 202 |
| 2, 476 | 315 | 12 by 7.7, f. f., a. l. | 6 | 44 46 | | .49 m. increase | |

G.—Table showing the weight of the mails, the speed with which they

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Miles per hour. |
|--------|--------|------------------|----------------------|--------------------------------------|-----------------------------------------------------|------------------|-----------------|
| | | | | | | <i>Miles.</i> | |
| 204 | Minn. | 26033 | ..... | Wyoming, Taylor's Falls.... | Saint Paul and Duluth Railroad. | 21. 14 | 10 |
| 205 | Ill. | 23054 | ..... | Chicago, Lanark Junction, (n. o.). | Chicago, Milwaukee and Saint Paul Railway. | 116. 50 | 25 |
| 206 | Iowa | 27052 | ..... | Tama, Elmore | Chicago and Northwestern Railway. | 164. 72 | 14 |
| 207 | Ohio | 21060 | ..... | Columbia, Hamersville..... | Cincinnati and Portsmouth Railroad. | 35 | av. 15 |
| 208 | S. C. | 14007 | ..... | Chester, Lincolnton..... | Chester and Lenoir Narrow Gauge Railroad. | 65. 17 | 14 |
| 200 | Kan. | 33030b | 33032 | Jamestown, Burr Oak..... | Missouri Pacific Railway (Central Branch Division.) | 33. 90 | 12 |
| 210 | Ark. | 29010 | ..... | Gurdon, Camden..... | Saint Louis, Iron Mountain and Southern Railway. | 34. 28 | 12 |
| 211 | Mo. | 28045 | ..... | Delta (n. o.), Cape Girardeau. | Cape Girardeau Railway..... | 14. 81 | 12 |
| 212 | Ky. | 20027 | ..... | Ashland, Peach Orchard.... | Chattahoochee Railway | 43. 39 | 12 |
| 213 | Tex. | 31006 | 31032 | Mineola, Troup | International and Great Northern Railroad. | 44. 54 | 16 |
| 214 | Wash. | 43004 | ..... | Walla Walla, Wallula | Walla Walla and Columbia River Railroad. | 32. 10 | 15 |
| 215 | Tex. | 31017 | ..... | Denison City, Mineola..... | Missouri Pacific Railway | 103. 08 | 20 |
| 216 | Tex. | 31017 | ..... | do | do | 102. 84 | 20 |
| 217 | La. | 30002 | ..... | New Orleans, Port Allen.... | New Orleans Pacific Railway. | 98 | 19 |
| 218 | Kans. | 33030a | 33031 | Paola, Leroy Junction (n. o.). | Missouri Pacific Railway | 61. 40 | 25 |
| 219 | Mich. | 24045 | ..... | Butter's Junction (n. o.), Manistee. | Flint and Pere Marquette Railroad. | 27. 02 | 24 |
| 220 | Iowa | 27034 | ..... | Sioux City, Sioux Falls | Chicago, Milwaukee and Saint Paul Railway. | 91. 14 | 20 |
| 221 | N. Y. | 6004 | ..... | Long Island City, White-stone. | Long Island Railroad | 12 | 23 |
| 222 | Kans. | 33017 | ..... | Florence, Douglas | Atchison, Topeka and Santa Fé Railroad. | 54. 58 | 15 |
| 223 | Wash. | 43009 | ..... | Wallula, Pend d'Oreille | Northern Pacific Railroad | 218. 69 | 20 |
| 224 | Nebr. | 34015 | ..... | Grand Island, Saint Paul ... | Omaha and Republican Valley Railroad. | 22. 99 | ..... |
| 225 | Iowa | 27061 | ..... | Bethany Junction (n. o.), Albany. | Chicago, Burlington and Quincy Railroad. | 47. 26 | 20 |
| 226 | N. Y. | 6015 | ..... | Buffalo, Lockport..... | New York Central and Hudson River Railroad. | 23 | 30 |
| 227 | Fla. | 16011 | ..... | Walde, Ocala | Peninsular Railroad | 47. 26 | 20 |
| 228 | Tex. | 31015 | ..... | Henderson, Overton | International and Great Northern Railroad. | 16. 57 | 10 |
| 229 | Colo. | 38002 | ..... | Brighton, Boulder | Denver and Boulder Valley Railroad. | 27. 60 | 22 |
| 230 | Wis. | 25028 | ..... | Hudson, Gunderson..... | Chicago, Saint Paul, Minneapolis and Omaha Railway. | 124. 95 | 19 |
| 231 | Wash. | 43003 | ..... | Olympia, Tenino..... | Olympia and Chehalis Valley Railroad. | 16. 05 | 16 |
| 232 | Cal. | 46018 | ..... | Visalia, Goshen | Visalia Railroad | 7. 33 | 10 |
| 233 | N. J. | 7043 | ..... | Keyport, Freehold..... | Freehold and New York Railway. | 14. 22 | 25 |
| 234 | Nebr. | 34012 | ..... | Columbus, Norfolk | Omaha, Nebraska and Black Hills Railroad. | 50. 74 | ..... |
| 235 | Kans. | 33030c | 33035 | Wellington, Harper..... | Kansas City, Lawrence and Southern Kansas Railroad. | 35. 89 | 15 |

are conveyed, the accommodations for mails and agents, &c.—Continued.

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Remarks. | Order. |
|----------------------------------------|-----------------|-----------------------------------------------------------------------------|-----------------|--------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------------------------------------|--------|
| 30 days, total. | Per day, total. | | | | | | |
| Pounds. | Pounds. | | | Dollars. | Dollars. | | |
| 6,980 | 232 | no r. a. | 6 | 44 46 | ..... | From January 20, 1881. In April, 1882. | 204 |
| 124,830 | 4,161 | r. p. o., 35.5 by 9.5 (none authorized); (av.) 22 by 9.3, f. f., d. l. | 12 | 43 61 | ..... | 27.65 m. from May 20, 1881. In Apr., 1882. | 205 |
| 16,679 | 555 | 12.2 by 7.5, f. f., a. l. | 6.1* | 43 61 | ..... | 14.89 m. from August 16, 1881; 34.13 m. from Oct. 15, 1881; 32.08 m. from Feb. 1, 1882. In April, 1882. | 206 |
| 12,757 | 425 | 10.2 by 5.2, f. f., a. l. | 12 | 43 61 | ..... | 7.65 m. from July 25, 1881; 5.95 miles from Jan. 16, 1882. In May, 1882. | 207 |
| 8,449 | 281 | 11.8 by 6.10, f. f., a. l. | 6 | 43 61 | ..... | 14.20 m. from May 23, 1881. | 208 |
| 7,688 | 256 | 17.6 by 9.1, no r. a. | 6 | 43 61 | ..... | .05 m. decrease | 209 |
| 6,442 | 214 | no apt. | 6 | 43 61 | ..... | From December 1, 1881 | 210 |
| 6,402 | 213 | Locked room. | 13 | 43 61 | ..... | In Jan., 1882. From Feb. 8, 1881. | 211 |
| 6,360 | 212 | 10 by 5.6, f. f., a. l. | 6 | 43 61 | ..... | 31.33 m. from Mar. 16, 1881. 12.06 m. from Feb. 15, 1882. In Mar., 1882. | 212 |
| 41,615 | 1,393 | 23.6 by 9, f. f., a. l. | 7 | 42 75 | ..... | .16 m. decrease | 213 |
| 29,378 | 1,312 | 19.2 by 9, f. f., a. l. | 6 | 42 75 | ..... | .27 m. decrease | 214 |
| 38,526 | 1,284 | 50 by 9, f. f., a. l. | 7 | 42 75 | ..... | 50.01 m. from July 1, 1881. In Oct., 1881. | 215 |
| 32,407 | 1,080 | 50 by 9.2, f. f., a. l. | 7 | 42 75 | ..... | .24 m. decrease | 216 |
| 14,463 | 615 | 16.10 by 9.2, f. f., a. l. | 6.50* | 42 75 | ..... | 32.39 m. from Aug. 1, 1881; 1.29 m. increase. | 217 |
| 18,112 | 603 | 20 by 8.2, f. f., a. l. | 6 | 42 75 | ..... | .60 m. increase | 218 |
| 17,104 | 569 | —, f. f., a. l. | 12 | 42 75 | ..... | 23.81 m. from Jan. 10, 1882. In April, 1882. | 219 |
| 16,375 | 545 | 12 by 7, f. f., a. l. | 6 | 42 75 | ..... | 22.17 m. from Feb. 2, 1880. In Aug., 1881. | 220 |
| 14,096 | 469 | in b. c. | 12 | 42 75 | ..... | 41.46 m. decrease. Covered by route No. 6093. Main line; branch (286). | 221 |
| 11,924 | 397 | 12 by 7.7, f. f., a. l. | 6 | 42 75 | ..... | 24.02 m. from Dec. 1, 1881; .19 m. decrease. | 222 |
| 10,240 | 341 | no r. a. | 7 | 41 73 | ..... | 170 m. from Sept. 20, 1881; 18 m. from Oct. 20, 1881; 30 m. from Dec. 1, 1881; .69 m. from Jan. 5, 1882. | 223 |
| 9,004 | 300 | no r. a. | 6 | 42 75 | ..... | .37 m. increase | 224 |
| 8,969 | 298 | av. 10.6 by 6.7, f. f., a. l. | 15* | 42 75 | ..... | 16.93 m. from Nov. 1, 1881. In June, 1882. | 225 |
| 8,691 | 290 | in b. c. | 18 | 42 75 | ..... | In April, 1881. | 226 |
| 8,196 | 273 | no apt.; no r. a. | 6 | 47 88 | ..... | In Oct., 1881 | 227 |
| 7,882 | 262 | no apt. | 7 | 42 75 | ..... | 1.04 m. increase | 228 |
| 7,632 | 260 | no r. a.; no apt. | 6 | 42 75 | ..... | .06 m. decrease | 229 |
| 7,653 | 255 | 8 by 6.8; no r. a. | 6 | 42 75 | ..... | 41.10 m. from Aug. 20, 1881. In April, 1882. | 230 |
| 7,639 | 254 | no r. a. | 6 | 42 75 | ..... | .74 m. increase | 231 |
| 7,309 | 243 | no r. a. | 14 | 42 75 | ..... | 1.04 m. decrease | 232 |
| 7,001 | 223 | in b. c. | 16.84* | 42 75 | ..... | .08 m. increase. In July, 1881. | 233 |
| 7,012 | 233 | 9 by 5, f. f., a. l. | 7.09* | 42 75 | ..... | .07 m. increase | 234 |
| 6,633 | 221 | 18.2 by 8.9; no r. a. | 6 | 42 75 | ..... | .05 m. increase | 235 |

G.—Table showing the weight of the mails, the speed with which they

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. <i>Miles.</i> | Miles per hour. |
|--------|--------|------------------|----------------------|------------------------------------------------|---------------------------------------------------------------|-----------------------------------|-----------------|
| 236 | Kans. | 33013 | | Leavenworth, Miltonvale.... | Kansas Central Railroad..... | 168.02 | 17 |
| 237 | Ohio | 21061 | | Toledo, Dayton | Toledo, Delphos and Burlington Railroad. | 168.65 | 25 |
| 238 | Mich. | 24320 | | Toledo, South Lyons | Toledo, Ann Arbor and Grand Trunk Railway. | 61.91 | 20 |
| 239 | Kans. | 33029 | | Downs, Bull's City | Missouri Pacific Railway (Central Branch Division). | 24.06 | 20 |
| 240 | Nebr. | 24014 | | Valparaiso, Lincoln | Omaha and Republican Valley Railroad. | 20.39 | ..... |
| 241 | Tex. | 31023 | | Houston, Moscow | Houston, East and West Texas Railway. | 88.50 | 12 |
| 242 | Va. | 11027 | | Williamsons, Glenwood | Richmond and Alleghany Railroad. | 54.97 | 20 |
| 243 | Tex. | 31030 | | Dallas, Denton | Dallas and Wichita Railway.. | 37.85 | 18 |
| 244 | Ill. | 23026 | | Effingham, Switz City | Cincinnati, Effingham and Quincy Construction Co. | 91 | 20 |
| 245 | N. Y. | 6014 | | Canandaigua, Tonawanda.... | New York Central and Hudson River Railroad. | 86 | 25 |
| 246 | Kans. | 33024 | | Cherry Vale, Weir | Kansas City, Fort Scott and Gulf Railroad. | 50.33 | 15 |
| 247 | N. Y. | 6044 | | Mineola, Locust Valley | Long Island Railroad | 11.54 | 22 |
| 248 | Ill. | 23006 | | Danville, West Liberty | Danville, Olney and Ohio River Railroad. | 101.11 | 20 |
| 249 | Nev. | 45003 | | Battle Mountain, Austin | Nevada Central Railway | 94.10 | 18 |
| 250 | Cal. | 46015 | | Elmira, Madison | Vaca Valley and Clear Lake Railroad. | 30.07 | 15 |
| 251 | Minn. | 26034 | | Morris, Brown's Valley | Saint Paul, Minneapolis and Manitoba Railway. | 47.28 | 15 |
| 252 | La. | 30009 | | Terre Bonne, Thibodeaux | Morgan's, Louisiana and Texas Railroad and Steamship Company. | 6.36 | 18 |
| 253 | Iowa | 27046 | | Des Moines, Jefferson | Wabash, Saint Louis and Pacific Railway. | 67.90 | 20 |
| 254 | Pa. | 8071 | | South Penn Junction (n. o.), Richmond Furnace. | Cumberland Valley Railroad. | 19.38 | 24 |
| 255 | Ark. | 29004 | | Tripp, Monticello | Little Rock, Mississippi River and Texas Railway. | 42.50 | 18 |
| 256 | N. J. | 7026 | | Eatontown, Port Monmouth | New Jersey Southern Railroad. | 9.8 | 17 |
| 257 | Mass. | 3014 | | Wakefield, Newburyport | Boston and Maine Railroad | 30.85 | 26 |
| 258 | Kans. | 33024 | | Cherry Vale, Weir | Kansas City, Fort Scott and Gulf Railroad. | 50.08 | 16 |
| 259 | Iowa | 27060 | | Centerville, Albion | Wabash, Saint Louis and Pacific Railway. | 27.87 | 20 |
| 260 | Vt. | 2002 | | Montpelier, Barre | Central Vermont Railroad | 7. | 12 |

are conveyed, the accommodations for mails and agents, &c.—Continued.

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | Pay per mile per annum for p.o. cars. | Remarks. | Order. |
|----------------------------------------|-----------------|------------------------------------------------------------------|-----------------|--------------------------------------------|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|--------|
| 80 days, total. | Per day, total. | | | | | | |
| Pounds. | Pounds. | | | Dollars. | Dollars. | | |
| 6,542 | 218 | 10.2 by 5.11, f.f., a.l. | 6 | 42 75 | ..... | 30.97 m. from Jan. 2, 1882. Not weighed on 18.47 m. Extension from Clay Centre to Miltonvale from May 1, 1882. In April, 1882. | 236 |
| 6,492 | 216 | 6.1 by 5.10, f.f., a.l. | 12 | 43 61 | ..... | In Aug., 1881. From July 1, 1881. | 237 |
| 6,425 | 214 | 10.6 by 7, f.f., a.l. | 10.4* | 42 75 | ..... | 15.76 m. from Nov. 1, 1881. In April, 1882. | 238 |
| 6,377 | 212 | 26 by 8; no r.a. | 6 | 42 75 | ..... | 6.27 m. decrease. Route curtailed to begin at Downs from July 1, 1882. | 239 |
| 6,203 | 206 | no r.a. | 6 | 42 75 | ..... | .85 m. decrease ... | 240 |
| 6,200 | 206 | 6 by 5.9, f.f., a.l. | 6 | 42 75 | ..... | 2.04 m. decrease ... | 241 |
| 6,119 | 204 | 11.4 by 8.10 $\frac{1}{2}$, f.f., a.l. | 6 | 42 75 | ..... | 35.90 m. from Mar. 22, 1881; 19.67 m. from April 15, 1881. In Sept., 1881. | 242 |
| 6,052 | 201 | 10.6 by 7.5, f.f., a.l. | 7 | 42 75 | ..... | From Sept. 1, 1881. New. | 243 |
| 5,910 | 197 | 10.6 by 7.4, f.f., a.l. | 6 | 42 75 | ..... | From Mar. 1, 1881. In Sept., 1881. | 244 |
| 5,880 | 196 | 6 by 5.9, l.l. | 6 | 42 75 | ..... | In April, 1881. | 245 |
| 5,767 | 192 | 82 by 5.10 f.f., a.l. between Parsons and Weir; no r.a. residue. | 6 | 42 75 | ..... | 12.63 m. from May 1, 1879, to Feb. 20, 1880; 18.80 m. from Mar. 1, 1881. In Oct., 1881. | 246 |
| 11,353 | 189 | in b.c. | 12 | 42 75 | ..... | .71 m. decrease. Weighings of April and Aug., 1881, combined. | 247 |
| 5,506 | 186 | no r.a. | 6 | ..... | ..... | 51.63 m. from Oct. 1, 1881; 49.48 m. from Mar. 25, 1882. In Apr., 1882. | 248 |
| 5,525 | 184 | no r.a. | 7 | 42 75 | ..... | .09 m. increase ... | 249 |
| 5,573 | 185 | no r.a. | 7 | 42 75 | ..... | ..... | 250 |
| 5,501 | 183 | no r.a. | 6 | ..... | ..... | From Apr. 1, 1881. In May, 1882. | 251 |
| 5,508 | 183 | no r.a. | 7 | 42 75 | ..... | .61 m. increase. | 252 |
| 5,475 | 182 | 14 by 6.11 f.f., a.l. | 6 | 42 75 | ..... | 38.91 m. from Feb. 1, 1882. In Apr., 1882. | 253 |
| 5,352 | 178 | in b.c. | 6 | 42 75 | ..... | .52 m. increase on main route and branch. In Apr., 1881. Main route; branch (353). | 254 |
| 5,237 | 177 | 14 by 7.3, f.f., a.l. | 6 | 42 75 | ..... | From July 1, 1881. In Oct., 1881. | 255 |
| 5,287 | 176 | a.l. 3.25 m. | 10.10* | 42 75 | ..... | Branch; main route (131) branch (184). In Apr., 1881. | 256 |
| 5,314 | 176 | in b.c. | 18.61* | 42 75 | ..... | Company refuse to furnish apartment. In Apr., 1881. | 257 |
| 5,248 | 174 | 8.4 by 5.10, f.f., a.l. | 6 | 42 75 | ..... | .25 m. decrease ... | 258 |
| 5,215 | 173 | 19 by 8.6, f.f., a.l. | 6 | 42 75 | ..... | 16.70 m. from Sept. 1, 1880; 11.17 m. from Mar. 26, 1881. In Oct., 1881. | 259 |
| 5,185 | 172 | in b.c. | 18 | 42 75 | ..... | .24 m. increase. Branch; main route (35). | 260 |

G.—Table showing the weight of the mails, the speed with which they

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mails. | Length of route. <i>Miles.</i> | Miles per hour. |
|--------|---------|------------------|----------------------|------------------------------------------------------|----------------------------------------------------------------------------|-----------------------------------|-----------------|
| 261 | Nebr. | 34018 | ..... | Norfolk Junction (n. o.), Creighton. | Fremont, Elkhorn and Mis- souri Valley Railroad. | 42.50 | 18 |
| 262 | Mich. | 24025 | ..... | Marlette Junction (n. o.), East Saginaw. | Port Huron and Northwestern Railway. | 79.60 | 22 |
| 263 | Kans. | 33028 | ..... | Salina, McPherson..... | Salina and Southwestern Rail- way. | 37.07 | 14 |
| 264 | Cal. | 46034 | ..... | Gilroy, Tres Pinos..... | Southern Pacific Railroad..... | 20.20 | 20 |
| 265 | Tex. | 31023 | ..... | Houston, Moscow..... | Houston, East and West Texas Railway. | 90.54 | 12 |
| 266 | Colo. | 38016 | ..... | Gunnison, Crested Butte.... | Denver and Rio Grande Rail- way. | 28.40 | 15 |
| 267 | Tex. | 31019 | ..... | Indianola, Cuero..... | Gulf, Western Texas and Pa- cific Railway. | 66.74 | 16 |
| 268 | Wis. | 25037 | ..... | Merrill, Neillsville..... | Chicago, Saint Paul, Minne- apolis and Omaha Railway. | 15.60 | 14 |
| 269 | Nebr. | 34017 | ..... | Lost Creek, Albion..... | Omaha, Niobrara and Black Hills Railroad. | 34.22 | ..... |
| 270 | N. Mex. | 39004 | ..... | Thorne, El Paso..... | Atchison, Topeka and Santa Fé Railroad. | 77.45 | 25 |
| 271 | S. C. | 14013 | ..... | Chester, Lancaster..... | Cheraw and Chester Rail- road. | 30.2 | 15 |
| 272 | Kans. | 33020 | ..... | Girard, Joplin..... | Joplin Railroad..... | 38.09 | 20 |
| 273 | Tex. | 31006 | 31034 | Phelps, Huntsville..... | International and Great Northern Railroad. | 8.51 | 7 |
| 274 | Wis. | 25039 | ..... | Mazo Manie, Prairie du Sac | Chicago, Milwaukee and Saint Paul Railway. | 10.23 | 12 |
| 275 | Ark. | 29008 | ..... | Helena, Forest City..... | Helena and Iron Mountain Railroad. | 43.90 | 11 |
| 276 | Colo. | 38013 | ..... | Leadville, Wheeler..... | Denver and Rio Grande Rail- way. | 24.50 | 15 |
| 277 | Fla. | 18008 | ..... | Volusia, Leesburgh..... | Saint John's and Lake Eustis Railway. | 54.75 | 15 |
| 278 | Minn. | 26029 | ..... | Lake Crystal, Elmore..... | Blue Earth Branch of the Saint Paul and Sioux City Rail- road. | 43.54 | 20 |
| 279 | Minn. | 26029 | ..... | do..... | Chicago, Saint Paul, Minne- apolis and Omaha Railway. | 43.45 | 15 |
| 280 | N. Y. | 6045 | ..... | Mincola, Hempstead..... | Long Island Railroad..... | 2.50 | 21 |
| 281 | Iowa | 27063 | ..... | Avoca, Carson..... | Chicago, Rock Island and Pa- cific Railroad. | 17.61 | 12 |
| 282 | Dak. | 35010 | ..... | Huron, Ordway..... | Chicago and Northwestern Railway. | 91.55 | 10 |
| 283 | Colo. | 38009 | ..... | Poncho Springs, Mayaville.... | Denver and Rio Grande Rail- way. | 7.28 | 15 |
| 284 | Kans. | 33027 | ..... | Yuma (n. o.), Talmage..... | Missouri Pacific Railway, Cen- tral Branch Division. | 30.86 | 10 |
| 285 | Nebr. | 34013 | ..... | Beatrice, Marysville..... | Omaha and Republican Valley and Marysville and Blue Valley Railroad. | 38.58 | ..... |
| 286 | N. Y. | 6094 | ..... | White Stone Junction, Great Neck Station (n. o.). | Long Island Railroad..... | 7.71 | 25 |
| 287 | Pa. | 8080 | ..... | Mechanicburgh, Dillsburgh | Cumberland Valley Railroad.. | 8.85 | 15 |
| 288 | Mo. | 28042 | ..... | Sedalia, Warsaw..... | Sedalia, Warsaw and Southern Railway. | 42 | 14 |

are conveyed, the accommodations for mails and agents, &c.—Continued.

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | Pay per mile per annum for t.p.o. cars. | Remarks. | Order. |
|----------------------------------------|-----------------|--------------------------------------|-----------------|--------------------------------------------|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|--------|
| 30 days, total. | Per day, total. | | | | | | |
| Pounds. | Pounds. | | | Dollars. | Dollars. | | |
| 5,106 | 172 | 10 by 7.6, f.f., a.l. | 6 | | | From Sept. 1, 1881. | 261 |
| 5,003 | 166 | 9.6 by 5.9, f.f., a.l. | 12 | | | 33.56 m. from Mar. 1, 1881; 13.91 m. from Nov. 1, 1881; 12.53 m. from Dec. 20, 1881; 19.60 m. from Mar. 20, 1882. In Apr., 1882. | 262 |
| 5,001 | 166 | 20.6 by 9.4, f.f., a.l. | 7 | 42 75 | | .50 m. increase. In Apr., 1882. | 263 |
| 4,949 | 164 | no r.a. | 7 | 42 75 | | .38 m. increase. Formerly branch 46002. | 264 |
| 4,932 | 164 | 9.1½ by 7.4½, f.f., a.l. | 6 | 42 75 | | 34.54 m. from July 1, 1881. In Oct., 1881. | 265 |
| 4,858 | 161 | 19 by 7.4, no r.a. | 7 | | | .33 m. increase. From Jan. 2, 1882. | 266 |
| 4,770 | 159 | no apt. | | 42 75 | | .06 m. decrease. | 267 |
| 4,653 | 155 | no r.a. | 12 | | | From Sept. 1, 1881. In Apr., 1882. | 268 |
| 4,645 | 154 | 9 by 5, f.f., a.l. | 6 | | | .06 m. increase. From Apr. 15, 1881. | 269 |
| 4,576 | 152 | no r.a. | 7 | | | 33.85 m. from July 1, 1881; 43.46 m. from Nov. 1, 1881; .14 m. increase. | 270 |
| 4,549 | 151 | 8 by 7, a.l. | 6 | 42 75 | | 8.1 m. from Feb. 14, 1881. In Oct., 1881. | 271 |
| 4,556 | 151 | 14 by 7, f.f., a.l. | 7 | 42 75 | | 1.39 m. increase. | 272 |
| 4,524 | 150 | no apt. | 14 | 42 75 | | .49 m. decrease. | 273 |
| 4,450 | 148 | no r.a. | 6 | 42 75 | | From Feb. 10, 1882. In Apr., 1882. | 274 |
| 4,467 | 148 | 8 by 7, f.f., a.l. | 6 | 42 75 | | 16.75 m. from Dec. 26, 1881. | 275 |
| 4,337 | 144 | no r.a. | 7 | | | 18.75 m. from Aug. 16, 1881; 5.75 m. from Mar. 16, 1882. | 276 |
| 4,333 | 144 | no apt.; no r.a. | 6 | | | In Oct., 1881. | 277 |
| 4,272 | 142 | 11.10 by 9.3, f.f., a.l. | 6 | 42 75 | | From Nov. 17, 1879. Not weighed on extension from Blue Earth City to Elmore, 8.94 m. In June 1881. | 278 |
| 4,233 | 141 | 8 by 6.6, f.f., a.l. | 6 | 42 75 | | 8.94 m. from Sept. 1, 1881. In Apr. 1882. | 279 |
| 8,418 | 140 | in b.c. | 18 | 42 75 | | Branch; main route (93) and (313). | 280 |
| 4,116 | 136 | no r.a. | 6 | | | From Dec. 20, 1880. In Feb. 1882. | 281 |
| 4,067 | 136 | no r.a. | 6 | | | 40.87 m. from Sept. 1881; 50.68 m. from Nov. 10, 1881. | 282 |
| 4,068 | 135 | no r.a. | 7 | | | 12.50 m. from July 11, 1881. curtailed to commence at Poncho Springs, July 1, 1882. | 283 |
| 4,029 | 134 | 18 by 9.1; no r.a. | 6 | 42 75 | | 5.22 m. decrease. 4.34 m. decrease. Curtailed to commence at Yuma, n.o. | 284 |
| 4,018 | 133 | no r.a. | 6 | 42 75 | | .29 m. increase. | 285 |
| 4,085 | 133 | in b.c. | 6 | 42 75 | | Branch; main line (221). | 286 |
| 3,956 | 132 | in b.c. | 12* | 42 75 | | In Apr., 1881. | 287 |
| 3,960 | 132 | in b.c. | 6 | 42 75 | | From Nov. 22, 1880. In Sept., 1881. | 288 |

G.—Table showing the weight of the mails, the speed with which they

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route Miles. | Miles per hour. |
|--------|--------|------------------|----------------------|------------------------------------------|------------------------------------------------------------|---------------------------|-----------------|
| 289 | Me... | 20 | | Farmington, Phillips | Sandy River Railroad | 18.25 | 12 |
| 290 | Mass | 3060 | | Milford, Ashland | Providence and Worcester Railroad. | 11.98 | 21 |
| 291 | Tex... | 31014 | | Columbus, La Grange | Galveston, Harrisburgh and San Antonio Railway. | 31.61 | 15 |
| 292 | Mo... | 28041 | | Pleasanton, Carbon Centre | Kansas City, Fort Scott and Gulf Railroad. | 29.21 | 15 |
| 293 | Pa.... | 8070 | | Rockwood, Johnstown | Somerset and Cambria Railroad. | 45.37 | 19 |
| 294 | Mass | 3017 | | Lowell, Lawrence | Boston and Lowell Railroad Corporation. | 14.25 | 20 |
| 295 | Iowa | 27062 | | Mount Zion, Keosauqua | Chicago, Rock Island and Pacific Railway. | 5.02 | 15 |
| 296 | Iowa | 27071 | | Carroll City, Kirkman | Chicago and Northwestern Railway. | 34.99 | 17 |
| 297 | Ind... | 22039 | | Fort Branch, Cynthiana | Evansville and Terre Haute Railroad. | 14.70 | |
| 298 | Mich | 24033 | | Lenox, Pontiac | Michigan Air Line Railway | 36.83 | 23 |
| 299 | Mich | 24050 | | Buchanan, Berrien Springs | Saint Joseph Valley Railroad. | 11.03 | 15 |
| 300 | Tex... | 31031 | | Dallas, Kaufman | Texas Trunk Railway | 36.25 | 18 |
| 301 | Nebr | 34007 | | Coburn Junction (n. o.), Ponca. | Chicago, Saint Paul, Minneapolis and Omaha Railway. | 16.37 | 14 |
| 302 | Cal... | 46035 | | Peters, Oakdale | Stockton and Copperopolis Railroad. | 19.13 | 12 |
| 303 | Tex... | 31014 | | Columbus, La Grange | Galveston, Harrisburgh and San Antonio Railway. | 31.61 | 22 |
| 304 | Conn | 5020 | | Turnerville, Colchester | Boston and New York Air Line Railroad. | 4.60 | 14 |
| 305 | La... | 30004 | | Terre Bonne, Houma | Morgan's Louisiana and Texas Railroad and Steamship Co. | 15.85 | 18 |
| 306 | Colo | 38018 | | Malta, Red Cliff | Denver and Rio Grande Railway. | 27 | 15 |
| 307 | Ohio | 21065 | | Delphos, Kokomo | Toledo, Delphos and Burlington Railway. | 108.32 | 23 |
| 308 | Me... | 21 | | Lewiston, South Auburn | Grand Trunk Railway | 5.85 | 22 |
| 309 | Ga.... | 15033 | | Talbotton, Bostick | Talbotton Railroad | 7.30 | 15 |
| 310 | Tex... | 31029 | | Beaumont, Woodville | Sabine and East Texas Railway. | 55.75 | 14 |
| 311 | Iowa | 27059 | | Menlo, Guthrie Centre | Chicago, Rock Island and Pacific Railway. | 14.78 | 15 |
| 312 | N. Y.. | 6023 | | Golden's Bridge, Mahopac | New York Central and Hudson River Railroad. | 7.50 | 25 |
| 313 | N. Y.. | 6045 | | Stewart Junction (n. o.), Babylon. | Long Island Railroad | 20.50 | 35 |
| 314 | Cal... | 46013 | | Wilmington, Los Angeles | Southern Pacific Railroad | 22.76 | 15 |
| 315 | Cal... | 46024 | | West Oakland, Berkeley | Central Pacific R. R. Co. (less Berkeley Branch Railroad). | 5.78 | 23 |
| 316 | Md... | 10015 | | Newtown Junction (n. o.), Pocomoke City. | Peninsula Railroad | 9.75 | 25 |
| 317 | Dak... | 35004 | | Grand Forks, Larimore | Saint Paul, Minneapolis and Manitoba Railway. | 28.12 | 15 |
| 318 | Dak... | 35008 | | Egan, Howard | Chicago, Milwaukee and Saint Paul Railway. | 46.43 | 13 |

are conveyed, the accommodations for mails and agents, &c.—Continued.

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | | Remarks. | Order. |
|----------------------------------------|-----------------|--------------------------------------|-----------------|--------------------------------------------|----------|---------------------------------------------------------------------------------------------------------------------------------|--------|
| 30 days, total. | Per day, total. | | | Dollars. | Dollars. | | |
| <i>Pounds.</i> | <i>Pounds.</i> | | | | | | |
| 3,976 | 132 | in b. c..... | 13 | 42 75 | ..... | .88 m. decrease. In Apr. 1881. | 289 |
| 3,923 | 130 | in b. c..... | 12 | 43 75 | ..... | .09 m. decrease | 290 |
| 3,871 | 129 | in b. c..... | 6 | 42 75 | ..... | ..... | 291 |
| 3,889 | 129 | in b. c..... | 6 | 43 75 | ..... | 24.97 m. from Oct. 16, 1880; 4.24 m. from Mar. 1, 1881. In Oct., 1881. | 292 |
| 3,857 | 128 | 12 by 8, f. f., 11 | 6 | ..... | ..... | 35.85 m. from May 9, 1881; 35.90 m. from July 1, 1881. Between Somerset and Johnstown. In Dec., 1881. | 293 |
| 3,827 | 127 | in b. c..... | 21* | 42 75 | ..... | 1.17 m. increase. In Apr. 1881. | 294 |
| 3,823 | 127 | no r. a..... | 12 | ..... | ..... | From Nov. 15, 1880. In Feb., 1881. | 295 |
| 3,707 | 123 | no r. a..... | 6 | ..... | ..... | From Feb. 1, 1882. In Apr. 1882. | 296 |
| 3,682 | 122 | no apt | 12 | ..... | ..... | From Dec. 1, 1881. In Mar., 1882. | 297 |
| 3,627 | 120 | no apt; no r. a..... | 23 | 42 75 | ..... | 10.28 m. from Jan. 1, 1881. In Apr. 1882. | 298 |
| 3,488 | 116 | no apt; no r. a..... | 12 | ..... | ..... | From Mar. 1, 1882. In Apr. 1882. | 299 |
| 3,433 | 114 | no apt; no r. a..... | 6 | ..... | ..... | From Sept. 26, 1881 | 300 |
| 3,405 | 113 | no r. a..... | 6 | 42 75 | ..... | .13 m. decrease | 301 |
| 3,369 | 110 | no r. a..... | 6 | 42 75 | ..... | .13 m. increase. Formerly branch 46012. | 302 |
| 3,354 | 111 | in b. c..... | 6 | ..... | ..... | From May 9, 1881. In Oct., 1881. | 303 |
| 3,292 | 109 | in b. c..... | 15* | 42 75 | ..... | .41 m. increase. In Apr., 1881. | 304 |
| 3,255 | 106 | no apt | 7 | 42 75 | ..... | .52 m. increase | 305 |
| 3,202 | 106 | no r. a..... | 7 | ..... | ..... | 32 m. from Jan. 16, 1882, to Feb. 28, 1882; 27 m. from Mar. 1, 1882. Route curtailed to commence at Malta instead of Leadville. | 306 |
| 3,200 | 106 | 5.3 by 5, f. f., a. l..... | 6 | 42 75 | ..... | 26.95 m. from Aug. 10, 1881. In Aug., 1881. | 307 |
| 3,122 | 104 | in b. c..... | 12 | 42 75 | ..... | .44 m. increase. In Apr., 1881. | 308 |
| 3,127 | 104 | no apt; no r. a | 14 | 42 75 | ..... | From May 23, 1881. In Oct., 1881. | 309 |
| 3,089 | 102 | 7.6 by 6, f. f., a. l | 6 | ..... | ..... | From Aug. 15, 1881 | 310 |
| 3,020 | 100 | no r. a..... | 12 | 42 75 | ..... | From Aug. 16, 1880. In Feb., 1881. | 311 |
| 2,956 | 95 | in b. c..... | 12 | 43 75 | ..... | In April, 1881 | 312 |
| 2,868 | 95 | in b. c..... | 6 | 42 75 | ..... | Formerly part of route 6094. Branch; main route, #—, (93), (296). | 313 |
| 2,803 | 93 | no r. a..... | 7 | 42 75 | ..... | ..... | 314 |
| 2,750 | 92 | no r. a..... | 7 | 42 75 | ..... | .12 m. decrease | 315 |
| 2,700 | 92 | in b. c..... | 12 | 42 75 | ..... | .05 m. increase. In April, 1881. | 316 |
| 2,708 | 92 | no r. a..... | 6 | ..... | ..... | 11.50 m. from April 1, 1881; 17.02 m. from March 1, 1882; .40 m. decrease. In May, 1882. | 317 |
| 2,747 | 91 | no r. a..... | 6 | ..... | ..... | 24.81 m. from July 1, 1881; 21.67 m. from Jan. 10, 1882; .05 m. decrease. | 318 |

G.—Table showing the weight of the mails, the speed with which they

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. Miles. | Miles per hour. |
|--------|--------|------------------|----------------------|-------------------------------------|--------------------------------------------------------------------------------|----------------------------|-----------------|
| 319 | Iowa. | 27068 | ..... | Newburg, State Centre | Grinnell and Montezuma Railroad. | 26.88 | 14 |
| 320 | Mass. | 3059 | ..... | Milford, Bellingham | Providence and Worcester Railroad. | 4.10 | ..... |
| 321 | Ill. | 23068 | ..... | Peoria, Farmington | Peoria and Farmington Railway. | 24.85 | 12 |
| 322 | Cal. | 46030 | ..... | Monterey, Castroville | Monterey Railroad | 16.57 | 27 |
| 323 | Ky. | 20026 | ..... | Shelbyville, Taylorsville .. | Louisville and Nashville Railroad. | 16.13 | 15 |
| 324 | Utah | 41005 | ..... | Salt Lake City, Stockton .. | Utah and Nevada Railway. | 40.50 | 12 |
| 325 | Dak. | 35003 | ..... | Breckenridge, Durbin | Saint Paul, Minneapolis and Manitoba Railway. | 47.98 | 13 |
| 326 | Cal. | 46021 | ..... | Santa Cruz, Pajaro | Santa Cruz Railroad | 22.20 | 20 |
| 327 | Minn. | 26038 | ..... | Minneapolis, Winthrop | Minneapolis and Saint Louis Railway. | 71.10 | 11 |
| 328 | N. M. | 36005 | ..... | El Paso, Deming | Central Pacific Railroad Co. (lessee Southern Pacific Railroad of New Mexico.) | 88.72 | ..... |
| 329 | Tenn. | 19016 | ..... | Dickson, Graham | Nashville and Tuscaloosa Railroad. | 21 | ..... |
| 330 | Minn. | 26030 | ..... | Luverne, Doon | Chicago, Saint Paul, Minneapolis and Omaha Railway. | 28.95 | ..... |
| 331 | Iowa. | 27067 | ..... | Humeston, Grand River | Humeston and Shenandoah Railroad. | 28.92 | 10 |
| 332 | Ga. | 15032 | ..... | Suwanee, Lawrenceville | Lawrenceville Branch Rail'd. | 9.9 | 15 |
| 333 | Pa. | 8058 | ..... | Jeddo, Freeland | Lehigh Valley Railroad | 3.24 | 25 |
| 334 | Md. | 10021 | ..... | Edgemont, Chambersburgh .. | Western Maryland Railroad.. | 21.90 | 22 |
| 335 | Iowa. | 27054 | ..... | Atlantic, Griswold | Chicago, Rock Island and Pacific Railway. | 14.88 | 15 |
| 336 | Ga. | 15024 | ..... | Columbus, Hood | Columbus and Rome Railroad. | 32.70 | 15 |
| 337 | Wis. | 25018 | ..... | Eland, Summit Lake | Milwaukee, Lake Shore and Western Railroad. | 37.77 | 20 |
| 338 | Ga. | 15035 | ..... | Roswell Junction (n. o.), Roswell. | Roswell Railroad | 11 | 15 |
| 339 | Cal. | 46033 | ..... | Black Diamond, Nortonville .. | Black Diamond Coal Mining Co | 6.26 | 15 |
| 340 | Mass. | 3048 | ..... | Yarmouth Junction (n. o.), Hyannis. | Old Colony Railroad | 3.36 | 21 |
| 341 | Ills. | 23067 | ..... | Havana, Fairview | Fulton County Narrow-Gauge Railway. | 29.69 | 12 |
| 342 | Pa. | 8063 | ..... | Broad Ford, Mount Pleasant .. | Baltimore and Ohio Railroad.. | 10.45 | 15 |
| 343 | Ark. | 29008 | ..... | Helena, Marianna | Iron Mountain and Helena Railroad. | 27.15 | 13 |
| 344 | Kans. | 33014 | ..... | Lawrence, Carbondale | Carbondale Branch of the Kansas Pacific Railway. | 32.25 | 11 |
| 345 | Pa. | 8083 | ..... | Bellefonte, Snow Shoe | Pennsylvania Railroad | 22.25 | 12 |
| 346 | Ark. | 29006 | ..... | Brinkley, Cotton Plant | Cotton Plant Railway | 11.09 | 10 |
| 347 | La. | 30006 | ..... | Clinton, Port Hudson | Clinton and Port Hudson Railroad, T. B. Lyons and D. W. Pipes, owners. | 21.83 | 9 |

are conveyed, the accommodations for mails and agents, &c.—Continued.

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Remarks. | Order. |
|----------------------------------------|-----------------|--------------------------------------|-----------------|--------------------------------------------|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 30 days, total. | Per day, total. | | | | | | |
| Pounds. | Pounds. | | | Dollars. | Dollars. | | |
| 2,734 | 91 | no r. a. | 6 | | | From Sept. 15, 1881. In April, 1882. | 319 |
| 2,729 | 91 | in b. c. | 12 | 42 75 | | In April, 1881 | 320 |
| 2,713 | 90 | no r. a. | 12 | | | From Dec. 20, 1881. In April, 1882. | 321 |
| 2,680 | 89 | no r. a. | 7 | 42 75 | | 7 m. decrease. Terminus changed from Salinas to Castroville. From July 1, 1882. | 322 |
| 2,679 | 89 | 8.4 by 7.10, f. f., a. l. | 12 | | | From Mar. 1, 1881. In October, 1881. | 323 |
| 2,669 | 88 | no r. a. | 6 | 42 75 | | | 324 |
| 2,619 | 87 | 16.10 by 8.9, f. f., a. l. | 6 | | | From April 1, 1881, .11 m. increase. In May, 1882. | 325 |
| 2,607 | 87 | no r. a. | 7 | 42 75 | | .19 m. decrease | 326 |
| 2,594 | 86 | 7.4 by 7, f. f., a. l. | 6 | | | From Feb. 1, 1882. In April, 1882. | 327 |
| 2,567 | 85 | ..... | 7 | | | From Aug. 15, 1881, .07 m. decrease. | 328 |
| 2,505 | 83 | no apt. | 6 | | | In March, 1882 | 329 |
| 2,436 | 81 | no r. a. apt. | 6 | | | From Nov. 17, 1879. In October, 1881. | 330 |
| 2,296 | 76 | no r. a. | 6 | | | 18.51 m. from Sept. 1, 1881; 10.41 m. from Dec. 1, 1881. In April, 1882. | 331 |
| 2,279 | 75 | in b. c. | 6 | | | In October, 1881 | 332 |
| 2,193 | 73 | in b. c. | 12 | | | From July 1, 1881 | 333 |
| 2,205 | 73 | in b. c. | 12 | | | 14.25 m. from Sept. 2, 1881; Wayneborough to Chambersburg. In Apr., 1882. | 334 |
| 2,165 | 72 | no r. a. | 12 | | | 9.34 m. from March 10, 1880; 5.54 m. from October 18, 1880. In February, 1881. | 335 |
| 2,166 | 72 | in b. c. | 6 | 42 75 | | 7.6 m. from June 16, 1880. In Aug., 1881. | 336 |
| 2,152 | 71 | no r. a. | 6 | | | 11.18 m. from April 20, 1881; 9.49 m. from Sept. 1, 1881; 17.10 m. from Mar. 20, 1882. Branch. Main route and branch not weighed. In Apr., 1882. | 337 |
| 1,987 | 66 | no apt. | 6 | | | In March, 1882 | 338 |
| 1,966 | 65 | no r. a. | 15.57 | | | From May 10, 1881 | 339 |
| 1,955 | 65 | in b. c. | 12 | | | Part of route 3041. In April, 1881. | 340 |
| 1,964 | 65 | in b. c. | 6 | | | From Nov. 1, 1880. In February, 1881. | 341 |
| 1,935 | 64 | in b. c. | 6 | 42 75 | | 1.06 m. increase. In April, 1882. Branch; (170) main route not weighed. | 342 |
| 1,900 | 63 | no apt.; no r. a. | 6 | | | In October, 1881 | 343 |
| 1,881 | 62 | 13.1 by 8.11; no r. a. | 6 | 42 75 | | .48 m. decrease. In Apr., 1882. | 344 |
| 1,881 | 62 | in b. c. | 12 | | | From Aug. 15, 1881. In Mar. and Apr., 1882. | 345 |
| 1,878 | 62 | no apt.; no r. a. | 6 | 42 75 | | .30 m. increase | 346 |
| 1,868 | 62 | no apt. | 6 | 42 75 | | .93 m. increase | 347 |

G.—Table showing the weight of the mails, the speed with which they

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Miles per hour. |
|--------|------------|------------------|----------------------|--------------------------------------------------|-------------------------------------------------|------------------|-----------------|
| | | | | | | Miles. | |
| 348 | Ind.... | 22931 | | Attica, Yeddo..... | Chicago and Block Coal Railroad. | 21.32 | |
| 349 | Mass.... | 3038 | | Atlantic, West Quincy..... | Old Colony Railroad..... | 3.66 | 18 |
| 350 | Pa..... | 8079 | | Wilkes Barre, Scranton..... | Central Railroad of New Jersey | 19.85 | 23 |
| 351 | Miss.... | 18011 | | Greenville, Arcola..... | Greenville, Columbus and Birmingham Railroad. | 22.38 | 12 |
| 352 | Utah.... | 41004 | | Sandy, Bingham Canyon..... | Denver and Rio Grande Western Railway. | 17.42 | 12 |
| 353 | Mich.... | 24046 | | Mears, Hart..... | Chicago and West Michigan Railway. | 3.91 | 10 |
| 354 | Iowa.... | 27064 | | Fort Madison, West Point..... | Fort Madison and Northwestern Railway. | 11.74 | 15 |
| 355 | Pa..... | 8071 | | Mercersburgh Junction (n. o.), Mercersburgh. | Cumberland Valley Railroad. | 2.58 | 24 |
| 356 | N. Y.... | 6020 | | Thirtieth Street, New York City, Spuyten Duyvil. | New York Central and Hudson River Railroad. | 10 | 25 |
| 357 | Mass.... | 3006 | | Franklin, Valley Falls..... | New York and New England Railroad. | 14.4 | 14 |
| 358 | Pa..... | 8026 | | Strasburgh, Leaman Place..... | Strasburgh Railroad, Isaac Phenegar, lessee. | 5.40 | 20 |
| 359 | Wash.... | 43002 | | Seattle, New Castle..... | Seattle and Walla Walla Railroad. | 20.28 | 12 |
| 360 | Cal.... | 46020 | | Los Angeles, Santa Monica..... | Los Angeles and Independence Railroad. | 19.50 | 18 |
| 361 | Miss.... | 18006 | | Grand Gulf, Port Gibson..... | Grand Gulf and Port Gibson Railroad. | 7.81 | 20 |
| 362 | Mass.... | 3010 | | Wakefield, Peabody..... | Eastern Railroad..... | 8.02 | 20 |
| 363 | Minn.... | 26036 | | Junction, Cloquet..... | Saint Paul and Duluth Railroad. | 6.08 | |
| 364 | Utah.... | 41009 | | Provo City, Scofield..... | Denver and Rio Grande Western Railway. | 59.30 | 10 |
| 365 | Wis.... | 25036 | | Janeville, Beloit..... | Chicago, Milwaukee and Saint Paul Railway. | 15.96 | 22½ |
| 366 | Utah.... | 41006 | | Sandy, Alta..... | Denver and Rio Grande Western Railway. | 16.97 | 5 |
| 367 | Texas.... | 31018 | | Brownsville, Isabel..... | Rio Grande Railroad. | 23.24 | 20 |
| 368 | Ala.... | 17018 | | Boyd's Switch, Menlo..... | Belmont Coal and Railroad. | 7.11 | |
| 369 | Cal.... | 46036 | | San Anselmo (n. o.), Saucelito | North Pacific Coast Railroad. | 11.22 | 16 |
| 370 | Cal.... | 46027 | | Fulton, Guerneville..... | San Francisco and North Pacific Railroad. | 16.09 | 12 |
| 371 | N. J.... | 7005 | | Jamesburgh, South Amboy..... | Pennsylvania Railroad..... | 14.30 | 26 |
| 372 | N. Y.... | 6100 | | Valley Stream, Oceanus..... | Long Island Railroad..... | 8.50 | 23 |
| 373 | N. Mex.... | 39003 | | New Albuquerque, Winslow..... | Atlantic and Pacific Railroad. | 288.62 | 18 |
| 374 | Cal.... | 46038 | 46014* | Huron, Goshen (n. o.)..... | Southern Pacific Railroad.... | 40.10 | |
| 375 | Pa..... | 8130 | | Daguscabonda, Dagus Mines..... | Northwestern Mining and Exchange Company. | 6.01 | 12 |
| 376 | Mass.... | 3013 | | Georgetown, Haverhill..... | Boston and Maine Railroad.... | 7.76 | 17 |
| 377 | La..... | 30007 | | Bayou Sara, Woodville..... | West Feliciana Railroad..... | 26.21 | 12½ |
| 378 | Texas.... | 31020 | | Houston, Patterson's Station..... | Texas Western Railway..... | 41 | 12 |
| 379 | Dak.... | 35009 | | Millbank, Wilmot..... | Chicago, Milwaukee and Saint Paul Railway. | 17.03 | 14½ |
| 380 | Texas.... | 31008 | | Houston, Columbia..... | International and Great Northern Railroad. | 51.25 | 7 |
| 381 | La..... | 30005 | | Port Allen, Musson..... | Baton Rouge, Grosse Tete and Opelousa Railroad. | 22.08 | 12 |
| 382 | Miss.... | 18012 | | Vicksburgh, Natchezhaw..... | Mississippi Valley and Ship Island Railroad. | 20 | 15 |

* Part; old.

are conveyed, the accommodations for mails and agents, &c.—Continued.

| Average weight carried whole distance. | | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. | Pay per mile per annum for r. p. o. cars. | Remarks. | Order. |
|----------------------------------------|-----------------|----------------------------------------|-----------------|--------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------|--------|
| 30 days, total. | Per day, total. | | | | | | |
| Pounds. | Pounds. | | | Dollars. | Dollars. | | |
| 1,846 | 61 | no apt | 6 | 42 75 | ..... | 6.99 m. from July 1, 1881. In Feb., 1882. | 348 |
| 1,827 | 60 | in b. c. | 12 | 42 75 | ..... | .49 m. increase. Branch; main route (53). I Apr., 1881. | 349 |
| 1,786 | 59 | in b. c. | 6 | 42 75 | ..... | From May 16, 1881 .. | 350 |
| 1,772 | 59 | in b. c. | 6 | 42 75 | ..... | In Oct., 1881 | 351 |
| 1,702 | 56 | no r. a. | 7 | 42 75 | ..... | 5.08 m. decrease | 352 |
| 1,647 | 55 | in b. c. | 6 | 42 75 | ..... | From Jan. 1, 1881. In Sept., 1881. | 353 |
| 1,629 | 54 | in b. c. | 6 | 42 75 | ..... | From Jan. 20, 1881. In Sept., 1881. | 354 |
| 1,576 | 52 | in b. c. | 6 | 42 75 | ..... | In Apr., 1881. Branch; main route (254). | 355 |
| 1,536 | 51 | in b. c. | 18 | 42 75 | ..... | In Apr., 1881. Service discontinued June 30, 1881. | 356 |
| 1,543 | 51 | in b. c. | 9.68* | 42 75 | ..... | From May 2, 1881. In Dec. 1881. | 357 |
| 1,350 | 45 | in b. c. | 6 | 42 75 | ..... | .15 m. increase. In Apr., 1881. | 358 |
| 1,295 | 43 | no r. a. | 6 | 42 75 | ..... | ..... | 359 |
| 1,266 | 42 | no r. a. | 7 | 42 75 | ..... | 2.7 m. increase | 360 |
| 1,235 | 41 | in b. c. | 6 | 42 75 | ..... | In Dec., 1881 | 361 |
| 1,270 | 41 | in b. c. | 6 | 42 75 | ..... | 1.06 m. decrease. In Apr., 1881. | 362 |
| 1,224 | 40 | no r. a. | 6 | 42 75 | ..... | From Apr. 1, 1881 | 363 |
| 1,150 | 38 | no r. a. | 6 | 42 75 | ..... | From Nov. 1, 1881 | 364 |
| 875 | 29 | no r. a. | 6 | 42 75 | ..... | From Mar. 10, 1881. In Apr., 1882. | 365 |
| 782 | 26 | no r. a. | 7 | 42 75 | ..... | .19 m. increase | 366 |
| 826 | 17 | no apt | 7 | 42 75 | ..... | 4.80 m. decrease | 367 |
| 374 | 12 | no apt.; no r. a. | 12 | 25 65 | ..... | In Oct., 1881 | 368 |
| 356 | 11 | no r. a. | 6 | 42 75 | ..... | Formerly branch 46016. | 369 |
| 1,909 | 63 | no r. a. | 6 | 38 48 | ..... | ..... | 370 |
| 11,919 | 397 | a. l. | 10.10* | 38 47½ | ..... | Branch; main route (120) (197), \$67.54½. .75 m. decrease. In Apr., 1881. | 371 |
| 4,433 | 74 | in b. c. | 12 | 38 47½ | ..... | Combined weighings Apr. and Aug., 1881. | 372 |
| 5,354 | 185 | 14 by 9.1, f. f., a. l.; no r. a. | 6 | 34 20 | ..... | 151.20 m. from Mar. 24, 1881; 138.82 m. from Dec. 10, 1881, 2 m. decrease. | 373 |
| 2,532 | 84 | no r. a. | 7 | 34 20 | ..... | Formerly part route 46014. | 374 |
| 1,722 | 57 | in b. c. | 6 | 34 20 | ..... | In Jan., 1882 | 375 |
| 813 | 27 | in b. c. | 12 | 34 20 | ..... | In Apr., 1881, 31 m. increase. | 376 |
| 1,781 | 59 | in b. c. | 3 | 29 93 | ..... | 2.12 m. decrease | 377 |
| 983 | 32 | no apt | 6 | 29 92 | ..... | ..... | 378 |
| 581 | 19 | no r. a. | 3 | 29 92 | ..... | From Aug. 16, 1881. .06 m. increase. | 379 |
| 4,764 | 158 | no apt | 3 | 27 36 | ..... | .50 m. increase | 380 |
| 676 | 22 | no apt | 3 | 25 65 | ..... | 6 trips in winter | 381 |
| 269 | 8 | no apt., no r. a. | 3 | 17 10 | ..... | In Oct., 1881 | 382 |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in States and on certain new routes, the readjustment of the rates based upon returns of the weight of and the number of trips per week, in accordance with the acts of March 3, 1873, July, 12, 1876,

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture, complete; r. p. o., railway miles; r. a., route agent. A number followed by an asterisk (*) shows the equivalent in round trips.

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails whole distance per day. | Miles per hour. | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. |
|--------|--------|------------------|----------------------|---------------------------|-----------------------------------------------|------------------|-------------------------------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------|
| | | | | | | Miles. | Lbs. | | Feet and inches. | | Dolls. |
| 1 | N. J. | 7004 | ..... | New York, Philadelphia. | Pennsylvania Railroad. | 89.54 | 118,350 | 33 | r. p. o., 60 by 8.7, 51; 59.3 by 8.7, 21; 40 by 8.7, 11; apt., 14.2 by 2, 1 to Trenton, 57 m.; 14.1 residue. | 107.48* | 1381 68 |
| 2 | N. Y. | 6011 | ..... | New York, Buffalo. | N. Y. C. & H. R. R. | 442 | 84,498 | 35 | 49.5 by 9.1 l. to Syracuse, 289.5 m.; 49.5 by 9.1 l.; 60 by 9.4 l.; 50 by 9.1 l., residue, 152.5 m.; r. a. apt., 15.5 by 8.8, 1 l. to Albany, 142 m. | 46.52 | 1020 62 |
| 3 | Pa. | 8001 | ..... | Philadelphia, Pittsburgh. | Pennsylvania Railroad. | 353 | 82,227 | 30 | r. p. o., 60 by 8.7, 41; 40 by 8.7, 1 l.; r. a. apt., 15.6 by 9.1 l. to Harrisburgh. | 38.64* | 996 06 |
| 4 | N. Y. | 6052 | ..... | Buffalo, Elyria. | L. S. & M. S. Railway. | 209.26 | 77,503 | ... | r. p. o., 60 by 9.4 l.; 50 by 9.1 l.; 49.5 by 9.1 l. to Cleveland, 183.76 m.; 17.5 by 9.1 l. to Elyria, 25.5 m.; 40 by 9.1 l. additional, from March 9, 1882. | 19.36* | 945 63 |
| 5 | N. Y. | 6052 | ..... | Millbury, Toledo. | L. S. & M. S. Railway. | 8 | 72,254 | ... | r. p. o., 60 by 9.4 l.; 50 by 9.1 l.; 49.5 by 9.1 l.; 17.5 by 9.1 l.; 40 by 9.1 l. | 19.36* | 889 20 |
| 5a | Conn. | 5005 | ..... | New York, Springfield. | New York, New Haven and Hartford Railroad. | 135.59 | 52,103 | 28 | r. p. o., 55 by 8.8, 21; 54.6 by 8.8, 1 l.; adjuncta, 44 by 8.8, 1 l.; 34.8 by 8.8, 1 l.; 15.6 by 6.6, 1 l. to New Haven, 73.23 m.; 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l.; 44 by 8.8, 1 l.; 34.8 by 8.8, 1 l. to Springfield, 62.36 m. | 61.5* | 673 74 |
| 6 | Ohio | 21007 | ..... | Elyria, Millbury. | L. S. & M. S. Railway. | 74.86 | 56,853 | ... | r. p. o., 60 by 9.2, 1 l.; 50 by 9.1 l.; 49.5 by 9.1 l.; 17.5 by 9.1 l. | 16.50* | 725 04 |
| 7 | N. Y. | 6052 | ..... | Elkhart, Chicago. | L. S. & M. S. Railway. | 101.02 | 55,866 | ... | r. p. o., 60 by 9.4 l.; 50 by 9.1 l.; 49.5 by 9.1 l.; 86 by 9.1 l. | 19.36* | 713 83 |
| 8 | Mass. | 3025 | ..... | Boston, Albany | Boston & Albany Railroad. | 202.06 | 38,986 | 26 | r. p. o., 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l. to Springfield, 96.63 m.; average, 27.11 by 8.8, 2 l., through apt., 15 by 6, 21.21 m. | 45.11* | 533 32 |

and Territories in which the contract term expired June 30, 1881; and, also, in other States the mails, the speed with which they are conveyed, the accommodations for mails and agents, and June 17, 1878.

post-office; apt., apartment; b. c., baggage-car; l., line or lines; s. l., single line; d. l., double line; m. The figures in parentheses in the "Remarks" column refer to the order of the routes in this table.]

| Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Date of adjustment or readjustment. | Remarks. | Order. |
|-------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Dolls. | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | | | |
| 373 00 | 1.221 80 | 355 00 | 123,715 62 | 33,577 50 | 109,962 00 | 31,950 00 | Oct. 31, '81 | 60 days in February and March, 1882; .46 m. decrease. | 1 |
| 320 00 | 903 74 | 300 00 | 450,848 84 | 135,340 00 | 399,458 08 | 127,672 50 | Jan. 9, '82 | 152.5 m., r. p. o., at \$280 per m.; formerly 164.25 m., r. p. o., at \$270 per m.; 60 days in February and March, 1882. | 2 |
| 225 00 | 867 83 | 225 00 | 351,616 24 | 79,425 00 | 306,864 68 | 79,425 00 | Oct. 31, '81 | 60 days in February and March, 1882. | 3 |
| 220 00 | 861 84 | 270 00 | 197,882 53 | 59,501 11 | 181,158 76 | 56,890 46 | Jan. 9, '82 | 25.5 m., r. p. o., at \$290.62 and \$25 additional from March 9, 1882; formerly 25.7 m., r. p. o., at \$275.31; 60 days in February and March, 1882. | 4 |
| 315 00 | 796 86 | 290 62 | 7,113 60 | 2,524 96 | 6,773 31 | 2,385 27 | Jan. 9, '82 | \$25 additional for r. p. o. from March 9, 1882; 60 days in February and March, 1882. | 5 |
| 199 08 | 713 93 | 199 08 | 91,352 40 | 25,773 54 | 96,801 76 | 25,773 54 | Nov. 6, '81 | r. p. o. on 62.36 m., at \$135 45; in December, 1881. | 5a |
| 210 31 | 520 70 | 140 31 | 54,276 49 | 15,743 80 | 38,979 60 | 10,503 60 | Jan. 9, '82 | 60 days in February and March, 1882. | 6 |
| 242 50 | 686 05 | 292 50 | 72,121 20 | 30,558 55 | 67,271 05 | 29,542 50 | Jan. 9, '82 | 60 days in February and March, 1882. | 7 |
| 115 00 | 420 66 | 125 00 | 107,803 05 | 16,935 10 | 84,998 55 | 16,935 10 | Nov. 6, '81 | In December, 1881..... | 8 |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails whole distance per day. | Miles per hour. | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. |
|--------|--------|------------------|----------------------|---------------------------------------|-----------------------------------------------|------------------|-------------------------------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------|
| | | | | | | <i>Miles.</i> | <i>Lbs.</i> | | <i>Feet and inches.</i> | | <i>Dolls.</i> |
| 9 | N. Y. | 6052 | ..... | Toledo, Elkhart | L. S. & M. S. Rail-way. | 142.70 | 32,125 | ... | r. p. o., 60 by 9, 1 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 36 by 9, 1 l. | 19.36* | 490 65 |
| 10 | Neb. | 34001 | ..... | Union Pacific Transfer to Ogden City. | Union Pacific Rail-way. | 1034.08 | 29,665 | ... | r. p. o., 80 by 9, 1 l.; 51 by 9, 3, 1 l. to Julesburgh, 371 m. | 9.7* | 434 34 |
| 11 | Ohio | 21045 | ..... | Toledo, Elkhart | L. S. & M. S. Rail-way. | 134.35 | 26,583 | ... | r. p. o., 60 by 9, 3 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l. | 13 | 401 00 |
| 12 | Colo. | 46001 | ..... | San Francisco, Ogden City. | Central Pacific Rail-road. | 834.03 | 22,618 | 20 | r. p. o., 55, 1 l. by 9, 5, 1 l.; 55, 1 l. by 9, 5, 1 l. additional, to Port Costa; apt., 17 by 9, to Sacramento. | 8.9* | 390 81 |
| 13 | Ohio | 21002 | ..... | Pittsburgh, Chicago. | Pennsylvania Com-pany. | 468.2 | 22,405 | 28 | r. p. o., 50 by 8, 4, 1 l.; apt., 24 by 8, 4, f. f. a. l. between Crest-line and Chicago, 281 m. | 33.65* | 356 54 |
| 14 | Md.. | 10003 | ..... | Baltimore, Wheeling. | B. & O. R. R. | 394.03 | 17,392 | 29 | r. p. o., 51.5 by 8, 9, 2 l.; to Grafton 293.75 m., 1 l. thence to Bell-air, 96.35 m.; apt., 17 by 7.6 (average), a. l. Harper's Ferry to Martins-burgh, 19 m., and Grafton to Benwood Junction, 95.25 m., d. l. residue, 4.19 m. | 27.47* | 292 67 |
| 15 | N. Y. | 6052 | ..... | Elyria, Millbury | L. S. & M. S. R. W. | 79.30 | 15,934 | ... | r. p. o., 60 by 9, 1 l.; 17.5 by 9, 1 l.; 40 by 9, 1 l. | 19.36* | 287 28 |
| 16 | W. V. | 12002 | ..... | Grafton, Parkersburgh. | B. & O. R. R. | 104.05 | 15,293 | 26 | r. p. o., 51.5 by 8, 9, 1 l.; apt., 21 by —, 1 l. | 23.50* | 280 44 |
| 16a | Conn | 5004 | ..... | New Haven, New London. | N. Y., N. H. & H. R. R. | 51.71 | 10,336 | 27 | r. p. o., 55 by 8, 8, 1 l.; adj., 13.9 by 6.3, 2 l. | 31.00* | 227 43 |
| 17 | N. Y. | 6001 | ..... | New York, Dunkirk. | N. Y., L. E. & W. R. R. | 459.53 | 10,088 | 34 | r. p. o., 49.5 by 9, 5, 2 l.; to Hornellsville, 332 m., a. l. residue. | 25.98* | 224 87 |
| 18 | R. I. | 4002 | ..... | Providence, Groton. | N. Y., P. & B. R. R. | 62.10 | 9,889 | 28 | r. p. o., 55 by 8, 8, 1 l.; r. a. apt., 15.8, 1 l. by 6.9 (average), f. f., d. l. | 32.33* | 223 16 |
| 19 | Mass | 3035 | ..... | Boston, Providence. | B. & P. R. R. | 44.19 | 8,622 | 28 | r. p. o., 55 by 8, 8, 1 l.; apt., 15 by 6.4, f. f., 2 l. | 52.45* | 209 48 |
| 20 | Mass | 3021 | ..... | Boston, Greenfield. | F. R. R. | 105.71 | 8,348 | 26 | r. p. o., 30 by 8, 4, 1 l.; r. a. apt., 16.3 by 7.8, 2 l.; 24 by 6.10 (average), 1 l.; 49.60 m., 9 by 6, 1 l.; 36.07 m. | 37.55* | 206 06 |
| 21 | Mass | 8034 | ..... | Boston, Williamantic. | N. Y. & N. E. R. R. | 85.08 | 8,308 | 27 | r. a. apt., 15.2 by 8.6 (average), f. f., 3 l. | 28.60* | 206 06 |
| 22 | N. Y. | 6106 | ..... | Albany, Troy | N. Y. C. & H. R. R. R. | 7.37 | 8,289 | 25 | In b. c. | 75.00* | 206 06 |

States and Territories in which the contract term expired June 30, 1881, &c.—Continued.

| Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Date of adjustment or readjustment. | Remarks. | Order. |
|-------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------|-----------------------------------------------------------------------------------------------------------|--------|
| Dolls. | Dollars. | Dolls. | Dollars. | Dollars. | Dollars. | Dollars. | | | |
| 112 50 | 371 07 | 132 50 | 65,763 29 | 16,053 75 | 58,063 01 | 18,947 50 | Jan. 9, '82 | 60 days in February and March, 1882. | 9 |
| 75 00 | 382 19 | 75 00 | 449,142 30 | 61,064 50 | 395,643 08 | 61,035 00 | July 1, '82 | 664.20 m., r. p. o., at \$50; same formerly; 40 feet cars authorized to Julesburgh, 39 m. decrease. | 10 |
| 180 00 | 431 78 | 180 00 | 53,874 35 | 25,526 50 | 58,009 64 | 21,496 00 | Jan. 9, '82 | 60 days in February and March, 1882. | 11 |
| 75 00 | 329 18 | 75 00 | 300,926 36 | 42,505 75 | 274,615 12 | 42,516 25 | July 1, '82 | r. p. o. on 801.86 m. at \$50; .21 m. decrease; 40 feet cars authorized on additional line to Port Costa. | 12 |
| 25 00 | 256 43 | 25 00 | 166,932 02 | 11,705 00 | 134,106 52 | 11,705 00 | Jan. 8, '82 | 60 days in February and March, 1882; 40 feet cars authorized. | 13 |
| 80 00 | 288 99 | 80 00 | 119,342 78 | 27,354 40 | 113,909 32 | 27,354 40 | Jan. 8, '82 | 96.36 m., r. p. o., \$40, same formerly. 60 days in Feb. and Mar., 1882. | 14 |
| 165 31 | 469 55 | 135 00 | 22,781 30 | 8,351 08 | 32,477 31 | 10,705 50 | Jan. 9, '82 | \$25 additional for r. p. o. from Mar. 9, 1882. 60 days in Feb. and Mar., 1882. | 15 |
| 40 00 | 253 94 | 40 00 | 29,305 98 | 4,180 00 | 26,536 73 | 4,180 00 | Jan. 8, '82 | 60 days in Feb. and Mar., 1882. | 16 |
| 74 00 | 306 09 | 74 00 | 11,760 40 | 3,826 54 | 15,827 19 | 3,826 54 | Nov. 6, '81 | In Dec., 1881..... | 16a |
| 80 00 | 215 48 | 80 00 | 103,339 00 | 31,640 00 | 99,014 64 | 31,640 00 | Jan. 8, '82 | 127.55 m. r. p. o., \$40, same formerly. 60 days in Feb. and Mar., 1882. | 17 |
| 50 00 | 305 24 | 50 00 | 13,858 23 | 3,105 00 | 19,098 86 | 3,128 50 | Nov. 6, '81 | .47 m. decrease. In Dec., 1881. | 18 |
| 77 00 | 219 56 | 77 00 | 9,256 92 | 3,402 63 | 12,884 03 | 3,402 63 | Nov. 6, '81 | In Dec., 1881..... | 19 |
| 18 75 | 266 76 | 18 75 | 21,782 60 | 1,982 06 | 28,199 19 | 1,982 06 | Nov. 6, '81 | In Dec., 1881..... | 20 |
| ..... | 180 67 | ..... | 17,679 94 | ..... | 16,359 48 | ..... | Nov. 6, '81 | In Dec., 1881..... | 21 |
| ..... | 150 89 | ..... | 1,518 66 | ..... | 1,178 38 | ..... | July 1, '81 | In Apr., 1881..... | 22 |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails whole distance per day. | Miles per hour. | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. |
|--------|--------|------------------|----------------------|------------------------------------------|--------------------------------------------------------|------------------|-------------------------------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------|
| | | | | | | Miles. | Lbs. | | Feet and inches. | | Dolls. |
| 23 | N.Y. | 6067 | ..... | Troy, North Adams. | T. & B. R. R. | 48.46 | 9,073 | 28 | r. p. o., 30 by 8.6, 11; apt., 16.3 by 7.8½ (average), 21. | 30.18* | 203 75 |
| 24 | Tex. | 81010 | ..... | Marshall, Tex. | T. & P. R. W. | 72.26 | 7,905 | 18 | 24.9 by 9.1½, f. f., d. l. | 14.00 | 201 78 |
| 25 | N.H. | 1001 | ..... | Concord, Nashua. | C. R. R. | 36.28 | 7,806 | ... | r. p. o., 41.9 by 8.8, f. f., d. l.; r. a. apt., 22.8 by 6.10, f. f., d. l., 18.26 m. | 33.00* | 200 93 |
| 26 | Mass. | 3022 | ..... | Greenfield, North Adams. | F. R. R. | 37.12 | 7,250 | 28 | r. p. o., 30 by 8.4½, 11; 16.3 by 7.8½, f. f., 21. | 21.00* | 194 94 |
| 27 | Mass. | 3038 | ..... | Boston, South Braintree. | O. C. R. R. | 11.36 | 6,831 | 22 | r. p. o., 20.6 by 9.2, f. f., s. l.; apt., 10 by 6.3, f. f., s. l. | 110.87* | 189 81 |
| 28 | N.Y. | 6012 | ..... | Troy, Schenectady. | N. Y. C. & H. R. R. R. | 22.00 | 6,412 | 25 | No r. a. | 34.50* | 185 54 |
| 29 | Kans. | 33001 | ..... | Kansas City, Denver. | U. P. R. W. | 635.05 | 5,804 | 30 | r. p. o., 24 by 9.4, 21; to Ellis, 302 m., 1 l. residue. | 14.00 | 179 55 |
| 30 | Miss. | 18001 | ..... | Canton, Cairo .. | C., St. L. & N. O. R. R. | 344.27 | 5,124 | 25 | r. p. o., 45.2 by 9.4, f. f. c., s. l. | 14.00 | 171 86 |
| 31 | Ga. | 15009 | ..... | Savannah, Jacksonville. | S. F. & W. Rwy. | 172.75 | 4,843 | 26 | r. p. o., 41.3 by 9.2, 11; 17.8 by 9.2, 11. | 14.00 | 168 44 |
| 32 | La. | 30001 | ..... | New Orleans, Canton. | C., St. L. & N. O. R. R. | 206.58 | 4,519 | 25 | r. p. o., 45.2 by 9.4, f. f. c., s. l. | 14.00 | 163 31 |
| 33 | Vt. | 2002 | ..... | Windsor, Essex Junction. | C. V. R. R. | 110.13 | 4,394 | 25 | r. p. o., 42 by 9.1 l.; 41.6 by 8.8, 1 l., 96 m.; r. a. apt., 23.6 by 6.7 (average), f. f., d. l., 14.13 m. | 13.79 | 161 60 |
| 34 | Ill. | 23054 | ..... | Chicago, La- mark Junction (n. o.) | C., M. & St. P. R. W. | 116.50 | 4,161 | 25 | r. p. o., 35.5 by 9.5 (average), 22 by 9.3, f. f., d. l. | 12.00 | 159 03 |
| 35 | N.Y. | 6008 | ..... | Buffalo, Hornellsville. | N. Y., L. E. & W. R. R. | 92.72 | 4,124 | 33 | r. a. apt., 12 by 10, f. f., d. l., to Attica, 31.50 m.; s. l. residue. | 25.08* | 158 18 |
| 36 | Tex. | 31003 | ..... | Houston, Deni- son. | H. & T. C. R. R. | 337.64 | 4,125 | 20 | 18.8 by 8, f. f., s. l. | 12.00 | 158 18 |
| 36a | N.Y. | 6013 | ..... | Syracuse, Rochester. | N. Y., C. & H. R. R. R. | 104.00 | 4,046 | 25 | r. p. o., 49.5 by 9, 11; apt., 18 by 9, 11. | 26.48* | 157 32 |
| 37 | Colo. | 38006 | ..... | La Junta, Dem- ing. | A., T. & S. F. R. R. | 578.71 | 3,854 | 25 | 21 by 9.4, f. f., s. l. | 7.00 | 153 90 |
| 38 | Tex. | 31006 | ..... | Longview, Houston. | L. & G. N. R. R. | 236.23 | 3,650 | 17 | 17.11 by 9, f. f., s. l. | 12.08* | 151 34 |
| 39 | Vt. | 2001 | ..... | Burlington, Rouse's Point. | C. V. R. R. | 57.10 | 3,516 | 25 | r. p. o., 49 by 9, 1 l.; 41.6 by 8.8, 1 l., 24.50 m.; apt., 24 by 6.10 (av- erage), f. f., d. l., 8.50 m.; 14 by 6.6, f. f., s. l., 24.10 m. | 20.32* | 149 63 |
| 40 | N.Y. | 6018 | ..... | Rochester, Ni- agara Falls. | N. Y. C. & H. R. R. R. | 76 | 3,495 | 35 | r. a. apt., 20.9 by 8.7, 1 l. | 25 | 148 77 |
| 41 | N.Y. | 6109 | ..... | New Rochelle, Harlem River. | N. Y., N. H. & H. R. R. | 11.87 | 3,475 | 24 | In b. o. | 14.40* | 148 77 |
| 42 | Cal. | 46010 | ..... | Lathrop, Go- shen (n. o.) | Cen. Pac. R. R. | 146.35 | 3,305 | 25 | r. p. o., 55 1½ by 9.5½, f. f., s. l. | 9.35* | 146 21 |
| 43 | Cal. | 46032 | ..... | Port Costa, La- throp. | Cen. Pac. R. R. Co. (see San Pablo R. R.). | 62.23 | 3,220 | 28½ | r. p. o., 55.1½ by 9.5½, s. l. | 14.07* | 145 35 |

States and Territories in which the contract term expired June 30, 1881, &c.—Continued.

| Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Date of adjustment or readjustment. | Remarks. | Order. |
|-------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------|-------------------------------------------------------------------------------------------|--------|
| Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | | | |
| 18 75 | 271 89 | 18 75 | 9,873 72 | 908 62 | 13,594 50 | 937 50 | Nov. 6, '81 | 1.54 m. decrease. In Dec., 1881. | 23 |
| ..... | 100 89 | ..... | 14,580 62 | ..... | 7,532 44 | ..... | July 1, '82 | 2.40 m. decrease. | 24 |
| 40 00 | 181 13 | 40 00 | 7,289 74 | 1,451 20 | 6,571 39 | 1,451 20 | July 1, '81 | In Apr., 1881. | 25 |
| 18 75 | 256 50 | 18 75 | 7,236 17 | 696 00 | 9,521 28 | 696 00 | Nov. 6, '81 | In Dec., 1881. | 26 |
| 12 50 | 123 97 | ..... | 2,156 24 | 142 00 | 4,620 36 | ..... | July 1, '81 | 25.91 m. covered by route 3046. In Apr., 1881. | 27 |
| ..... | 101 74½ | ..... | 4,081 88 | ..... | 2,238 39 | ..... | July 1, '81 | In Apr., 1881. | 28 |
| 25 00 | 170 15 | 25 00 | 114,023 22 | 11,713 12 | 108,913 01 | 11,772 50 | July 1, '82 | 333.05 m. r. p. o., at \$1,250. Formerly 338.40 m. r. p. o., at \$12.50—5.05 m. decrease. | 29 |
| 25 00 | 149 63 | 25 00 | 59,166 24 | 8,606 75 | 51,513 12 | 8,606 75 | July 1, '82 | In Apr., 1882. | 30 |
| 35 62 | 135 95 | 35 62 | 29,098 01 | 6,153 35 | 23,226 29 | 6,153 35 | Feb. 15, '82 | Formerly 75.75 m., at \$132.53. In Feb., 1882. | 31 |
| 25 00 | 136 80 | 25 00 | 33,736 57 | 5,164 50 | 28,239 62 | 5,160 75 | July 1, '82 | .15 m. increase | 32 |
| 50 00 | 141 07½ | 50 00 | 17,797 00 | 4,800 00 | 15,711 52 | 4,800 00 | July 1, '81 | 1. 24 m. decrease. In Apr., 1881, r. p. o. cars on 96 m. only | 33 |
| ..... | 43 61 | ..... | 18,526 99 | ..... | 3,874 74 | ..... | Apr. 1, '82 | 27.65 m. from May 20, 1881. In Apr., 1882. | 34 |
| ..... | 153 05 | ..... | 14,666 44 | ..... | 13,927 55 | ..... | Jan. 8, '82 | 1.72 m. increase. 60 days in Feb. and Mar., 1882. | 35 |
| ..... | 129 96 | ..... | 53,407 89 | ..... | 43,855 00 | ..... | July 1, '82 | .19 m. increase | 36 |
| 40 00 | 147 06 | 30 00 | 16,361 28 | 4,160 00 | 15,294 24 | 3,120 00 | Jan. 9, '82 | 60 days in Feb. and Mar., 1882. | 36a |
| ..... | 133 38 | ..... | 89,063 46 | ..... | 75,333 56 | ..... | July 1, '82 | .91 m. increase | 37 |
| ..... | 141 08 | ..... | 35,751 04 | ..... | 33,506 50 | ..... | July 1, '82 | 1.27 m. decrease | 38 |
| 50 00 | 123 12 | 50 00 | 8,543 87 | 1,225 00 | 7,036 31 | 1,225 00 | July 1, '81 | r. p. o. on 24.50 m. only—.05 m. decrease. In Apr., 1881. | 39 |
| ..... | 140 22 | ..... | 11,306 52 | ..... | 10,656 72 | ..... | July 1, '81 | ..... | 40 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | June 1, '81 | New. In Dec., 1881 | 41 |
| 25 00 | 144 54 | 25 00 | 21,397 83 | 3,658 75 | 21,146 20 | 3,657 50 | July 1, '81 | .05 m. increase | 42 |
| 25 00 | 139 37 | 25 00 | 9,045 13 | 1,555 75 | 8,664 63 | 1,554 25 | July 1, '82 | .06 m. increase. 40 feet cars authorized. | 43 |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails whole distance per day. | Miles per hour. | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. |
|--------|--------|------------------|----------------------|--------------------------------------------|-------------------------------------------------------------------|------------------|-------------------------------------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------|
| | | | | | | Miles. | Lbs. | | Feet and inches. | | Dolla. |
| 44 | Pa .. | 8010 | ..... | Eatonton, Wa- verly. | Lehigh V'y R.R. | 205.57 | 3,029 25 | | 22 by 9.6, 3 l. to Mauch Chunk, 45.5 m.; 2 l. thence to Penn Haven Junction, 7.5 m.; 1 l. thence residue, 152.57 m. | 23.38* | 142 79 |
| 45 | Colo. | 38019 | ..... | South Pueblo, Leadville. | Denver & R. G'nde R.W. | 158.92 | 2,850 23 | | 35.9 by 7.8, f. f., a. l. | 14.5* | 140 22 |
| 46 | Vt .. | 2018 | ..... | North Benning- ton, State Line. | B. & R. R. R. | 1.90 | 2,805 15 | | 16 by 6.11, f. f., a. l. | 24 | 129 37 |
| 47 | Utah | 41003 | ..... | Ogden City, Butte City. | Union Pac. R.W. | 417.27 | 2,740 16 | | 40 by 7.5½, f. f., a. l. | 7 | 138 51 |
| 48 | Ariz. | 40001 | ..... | Yuma, Deming. | C. P. R. R. Co. (lessee Sotn. Pac. R. R. of Arizona). | 467.02 | 2,710 22 | | 55.1½ by 9.5½, a. l. | 7 | 137 66 |
| 49 | Conn | 5014 | ..... | New Haven, Willimantic. | Bos. & N. Y. Air L. R.R. | 54.62 | 2,684 25 | | r. a. apt., 13.6 by 6.11, f. f., 1 l. | 10.41* | 137 66 |
| 50 | Kans | 33003 | ..... | Atchison, Wa- terville. | Mo. Pac. R.W. | 100.40 | 2,647 20 | | 29.2 by 9.4, f. f., a. l. | 7 | 136 50 |
| 51 | Tex. | 31007 | ..... | Palestine, San Antonio. | Int. & Gt. Nor. R.R. | 265.82 | 2,554 19 | | 22.1 by 9.1, f. f., a. l. | 11.51 | 135 95 |
| 52 | Vt .. | 2015 | ..... | Rutland, Ben- nington. | B. & R. R. R. | 57.60 | 2,537 23 | | 16 by 6.11, f. f., a. l. | 18.25* | 135 09 |
| 53 | Ky .. | 20020 | ..... | Cincinnati, Chattanooga. | C. N. Or. & Tex. Pac. R.W. | 337.50 | 2,476 27 | | 22 by 9.3, f. f., a. l. | 16.02* | 134 24 |
| 54 | N. H. | 1005 | ..... | Concord, Wells River. | Bos. Con. & Mont. R. R. | 94.01 | 2,450 27 | | r. p. o., 17 by 6.9, f. f., 1 l.; apt. 6.7 by 6.3, 1 l., 51.34 m. | 27* | 134 24 |
| 55 | Colo. | 38006 | ..... | La Junta, Dem- ing. | Atch. Top. & Santa Fé R. R. | 587.80 | 2,373 30 | | 13.3 by 9.1½, f. f., a. l. | 7 | 133 38 |
| 56 | Conn | 5007 | ..... | Hopewell Junc- tion, Providence. | N. Y. & N. E. R. R. | 187.58 | 2,331 25 | | 16.2 by 8.10½ (av.), 1 l., 63.9 m.; 14.7½ by 8.6 (av.), 1 l., 41.3 m.; 14.3 by 6.9, 1 l., 58.5 m. | 17.50* | 132 53 |
| 57 | Kans | 33022 | ..... | Greenleaf, Con- cordia. | M. Pac. R. W. (Cen. Br. Div.) | 42.05 | 2,235 22 | | 29.2 by 9.4, f. f., a. l. | 7 | 130 82 |
| 58 | Colo. | 38001 | ..... | Denver, El Moro | D. & Rio G. R. W. | 206.90 | 2,233 23 | | 35.9 by 7.8; 19 by 7.4, f. f., a. l., to Cucharas, 169.30 m.; no r. a. residue. | 15* | 130 82 |
| 59 | Tex. | 31007 | ..... | Palestine, La- redo. | Int. & Gt. Nor. R.R. | 414.54 | 2,143 16 | | (av.), 17.11 by 9 f. f., a. l. | 11.4* | 129 96 |
| 60 | Colo. | 38017 | ..... | Julesburg, La Salle Station (n. o.). | Col. Cent'l R. R. | 151.16 | 1,983 ... | | r. p. o., 40.8 by 9.3½, 1 l. | 7 | 127 40 |
| 61 | Kans | 33006 | ..... | Olathe, Ottawa. | Kans. C'y, L. & S'n Kan. R.R. | 34.66 | 1,904 21 | | 21.2 by 9.1½, f. f., a. l. | 6 | 123 96 |
| 62 | Tex. | 31012 | ..... | Houston, Orange | Tex. & N. O. R. R. | 106.24 | 1,876 20 | | 13.10 by 8.10, f. f., a. l. | 7 | 122 27 |
| 63 | La .. | 30010 | ..... | Vermillionville, Orange. | La. West. R. R. | 113.15 | 1,751 20 | | 13.10 by 8, f. f., a. l. | 7 | 117 14 |

States and Territories in which the contract term expired June 30, 1881, &c.—Continued.

| Pay per mile, per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Date of adjustment or readjustment. | Remarks. | Order. |
|--------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Dolls. | Dollars. | Dolls. | Dollars. | Dollars. | Dollars. | Dollars. | | | |
| 132 52 | | | 29,353 34 | | 28,285 96 | | July 1, '81 | 17.2 m. formerly at \$151.93. Late route \$175. In April, 1881. | 44 |
| 129 96 | | | 22,283 76 | | 21,248 46 | | July 1, '82 | 4.58 m. decrease. Formerly branch of route 38001. | 45 |
| 117 90 | | | 277 34 | | 513 07 | | July 1, '81 | .14 m. increase. In Apr., 1881. | 46 |
| 100 89 | | | 57,796 06 | | 8,065 14 | | July 1, '82 | 193.61 m. from Jan. 1, 1880; 30.32 m. from June 1, 1880; 45.50 m. from Feb. 15, 1881; 68.85 m. from Jan. 10, 1882. .95 m. increase. | 47 |
| | | | | | | | Nov. 18, '81 | 248 52 m. from Sept. 20, 1880. New. 218.50 m. from Nov. 18, 1881. | 48 |
| 139 37 | | | 7,518 98 | | 7,545 49 | | Nov. 6, '81 | .48 m. increase. In Dec., 1881. | 49 |
| 112 86 | | | 13,734 72 | | 11,342 43 | | July 1, '82 | .10 m. decrease | 50 |
| 82 94 | | | 36,138 22 | | 15,255 15 | | Oct. 1, '81 | 49.25 m. from Dec. 27, 1880; 32.64 m. from Dec. 27, 1881. In Oct., 1881. | 51 |
| 107 10 | | | 7,781 18 | | 6,168 96 | | July 1, '81 | In Apr., 1881 | 52 |
| 73 53 | | | 45,306 00 | | 24,816 37 | | Apr. 1, '82 | In Apr., 1882 | 53 |
| 9 37 | 131 41 | | 12,619 80 | 880 87 | 11,923 75 | | July 1, '81 | 43.01 m. formerly at \$121.41. Combined weighing for May and August, 1881. | 54 |
| 76 10 | | | 78,400 76 | | 16,463 46 | | June 1, '81 | 73.71 m. from Apr. 1, '80; 67.30 m. from May 20, 1880; 76.07 m. from Oct. 16, 1880; 101.78 m. from Feb. 20, 1881; 52.60 m. from Mar. 18, 1881. In Dec., 1881. | 55 |
| | | | | | | | Oct. 1, '81 | 163.7 m. from Nov. 6, '81; 23.88 m., pay not fixed. In Dec., 1881. | 56 |
| 101 75 | | | 5,500 98 | | 4,270 44 | | July 1, '82 | .08 m. increase | 57 |
| 117 90 | | | 27,065 65 | | 24,683 50 | | July 1, '82 | 2.30 m. decrease | 58 |
| 125 95 | | | 53,873 61 | | 13,255 15 | | July 1, '82 | 153.18 m. from Feb. 1, 1882. | 59 |
| 25 00 | | | | | | | Jan. 2, '82 | New. .36 m. increase | 60 |
| 117 90 | | | 4,297 14 | | 4,054 14 | | July 1, '82 | .30 m. increase | 61 |
| 93 20 | | | 12,989 96 | | 9,901 56 | | July 1, '82 | | 62 |
| 88 07 | | | 13,254 39 | | 9,965 12 | | July 1, '82 | | 63 |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails whole distance per day. | Miles per hour. | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. |
|--------|--------|------------------|----------------------|--------------------------------------|-----------------------------------------------|------------------|-------------------------------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------|
| | | | | | | Miles. | Lbs. | | Feet and inches. | | Dolls. |
| 64 | Kans | 33008 | ..... | Kansas City, Joplin. | Kans. C'y. Ft. S. & Gt. R.R. | 176.05 | 1,745 21 | | 18.1½ by 8.9, f. f., a. l. | 9.3* | 117 14 |
| 65 | Nev. | 45001 | ..... | Virginia City, Reno. | Va. & Tr. R. R. | 52.61 | 1,736 | | 18 by 5.6, f. f., a. l. | 7 | 116 28 |
| 66 | Cal. | 46028 | ..... | San Francisco, Sacramento City. | Cent. Pac. R. R. | 140.05 | 1,667 23 | | 21.6 by 8.9, f. f., a. l. | 10.50* | 113 72 |
| 67 | Ky. | 20002 | ..... | Covington, Lexington. | Ky. Cent. R. R. | 99.98 | 1,655 23½ | | 13 by 9, f. f., d. l. to Paris, a. l. residue. | 17 | 112 86 |
| 68 | Ark. | 29001 | ..... | Hopefield, Little Rock. | Mem. & L. R'k R. R. | 135.88 | 2,850 19 | | 22.8 by 8.9, f. f., a. l. | 7 | 112 18 |
| 69 | Kans | 33021 | ..... | Waterville, Washington. | Mo. Pac. R. W. (Cent. Br. Div.) | 20.62 | 1,621 13 | | 29.2 by 9.4, f. f., a. l. to Greenleaf, 13 m.; no r. a. residue. | 6.6* | 112 01 |
| 70 | Iowa | 27017 | ..... | Davenport, Leavenworth. | C., R. I. & P. R. W. | 338.18 | 1,614 23 | | 22.6 by 9.3, f. f., a. l., 307 m.; no r. a. residue. | 6.68* | 111 15 |
| 71 | Cal. | 46014 | ..... | Gooben (n. o.), Yuma. | S. P. R. R. | 490.33 | 2,710 13 | | r. p. o., 55.1½ by 9.5½, f. f.; a. l. to Los Angeles, 241.62 m. | 7 | 110 13 |
| 72 | Oreg | 44005 | ..... | The Dalles, Wallula. | Oreg. Rwy & Nav. Co. | 127.30 | 1,570 15 | | 19.2 by 9, f. f., a. l. | 6 | 109 44 |
| 73 | N.H. | 1006 | ..... | Groveton, Wells River. | B., C. & M. R. R. | 53.71 | 1,464 22 | | 17 by 6.8, f. f., a. l.; 13.6 by 6.8, f. f., a. l., 12 m. | 11.86* | 105 17 |
| 74 | Tex. | 31022 | ..... | Denison City to Gainesville. | M. P. R. W. | 40.51 | 1,426 12 | | 16 by 9, f. f., a. l. | 7 | 103 46 |
| 75 | La. | 30003 | ..... | New Orleans, Cheneyville. | M. L. & T. R. R., & Steamship Co. | 210.36 | 2,057 25 | | 14.4 by 9.6, f. f., a. l. | 7 | 102 60 |
| 76 | Mo. | 28018 | ..... | Mt. Pleasant, Saint Peters. | St. L., K. & N. W. R. W. | 186.75 | 1,398 20 | | 19.8 by 9, f. f., a. l. | 12 | 101 75 |
| 77 | Tex. | 31006 | 31032 | Mineola, Troup. | Int. & G't N. R. R. | 44.54 | 1,393 16 | | 23.6 by 9, f. f., a. l. | 7 | 101 75 |
| 77a | Mass | 3039 | ..... | South Braintree Junction, Newport. | Old Colony R. R. | 61.25 | 1,356 22 | | r. p. o., 20.6 by 9.2, 1 l.; apt., 10 by 6.3, 1 l., 23.09 m., no r. a. residue. | 21.42* | 100 04 |
| 78 | Wash | 43008 | ..... | Walla Walla, Dayton. | Oreg. Rwy & Nav. Co. | 40 | 1,344 15 | | 19.6 by 9, f. f., a. l. | 7 | 100 94 |
| 79 | Colo. | 38007 | ..... | Denver, Cheyenne. | D. P. R. R. & Tel. Co. | 106.86 | 1,317 | | r. p. o., 50.8 by 9.3½, 1 l.; apt., 17.9 by 8.10, f. f., a. l., to La. Salle Sta'n, 46.20 m.; no r. a. residue. | 10.73* | 98 33 |
| 80 | Wash | 43004 | ..... | Walla Walla, Wallula. | W. W. & C. Riv. R. R. | 32.10 | 1,312 15 | | 19.2 by 9, f. f., a. l. | 6 | 98 33 |
| 81 | N. Y. | 6022 | ..... | New York, Chatham. | N. Y. Cent. & H. Riv. R. R. | 130.50 | 1,295 30 | | Apt., 18 by 8.4, 1 l. | 12.08* | 97 47 |
| 82 | Tex. | 31017 | ..... | Denison City, Mineola. | M. P. Rwy. | 103.08 | 1,284 20 | | 50 by 9, f. f., a. l. | 7 | 97 47 |
| 83 | Pa. | 8030 | ..... | Harrisburgh, Martinsburgh. | Cumb. Val. R. R. | 94.63 | 1,282 30 | | 13.8 by 8.4, f. f., 2 l. | 15.31* | 97 47 |
| 84 | Tex. | 31002 | ..... | Houston, Uvalde. | Gal., H. & San A. R. W. | 310.89 | 1,275 22 | | 14.10 by 8.11, f. f., a. l. | 7 | 96 62 |
| 85 | N. Y. | 6045 | ..... | Long Isl'd City, Greenport. | Lg. I. R. R. | 97.17 | 1,260 23 | | 17.10 by 6.8, f. f., a. l. | 12 | 96 62 |
| 86 | Minn | 26037 | ..... | Minneapolis, Benton. | C., M. & St. P. R. W. | 33.86 | 1,232 20 | | 20 by 9, f. f., a. l. | 6 | 94 91 |
| 87 | N. Y. | 6066 | ..... | Rouse's Point, Canada Line, (n. o.). | Cham. & St. Lawrence R. R. | 1.20 | 1,218 26 | | in b. c. | 6 | 94 65 |

States and Territories in which the contract term expired June 30, 1881, &c.—Continued.

| Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Date of adjustment or readjustment. | Remarks. | Order. |
|-------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Dolls. | Dollars. | Dolls. | Dollars. | Dollars. | Dollars. | Dollars. | | | |
| 112 86 | | | 20,622 49 | | 19,870 13 | | July 1, '82 | .01 m. decrease | 64 |
| 82 94 | | | 6,117 49 | | 4,292 14 | | July 1, '82 | .86 m. increase | 65 |
| 117 14 | | | 15,926 48 | | 16,404 28 | | July 1, '82 | .01 m. increase | 66 |
| 111 15 | | | 11,283 74 | | 11,112 77 | | Apr. 1, '82 | In Apr., 1882. | 67 |
| 93 71 | | | 15,243 01 | | 12,576 81 | | July 1, '82 | 1.07 m. increase | 68 |
| 87 21 | | | 2,309 64 | | 1,787 80 | | July 1, '82 | .12 m. increase | 69 |
| 89 78 | | | 37,588 70 | | 28,989 96 | | Feb. 15, '82 | 27.78 m. from Dec. 10, '81. Main route; branch \$5.99. In Feb., 1882. | 70 |
| 25 00 | 75 24 | 25 00 | 54,000 04 | 6,040 50 | 36,892 42 | 6,040 50 | July 1, '82 | Part. r. p. o., on 241.62 m. only. 40-foot cars authorized. | 71 |
| | | | | | | | May 10, '81 | 46.62 m., from Feb. 15, 1880. 81 m. from May 10, 1881. | 72 |
| 82 08 | | | 5,648 68 | | 4,723 36 | | July 1, '81 | Formerly 26.12 m., at \$92.08. .41 m. decrease. In Apr. and Aug., 1881. | 73 |
| 50 45 | | | 4,191 16 | | 2,018 26 | | July 1, '82 | .09 m. decrease | 74 |
| 89 61 | | | 24,836 38 | | 17,887 71 | | July 1, '82 | Curtailed to end at Cheneyville from July 1, '82. 33.96 m. from Feb. 8, 1882; 25.39 m. from Mar. 1, 1882. Formerly 92.88 m., at \$112.01; 126.84 m., at \$128.25. | 75 |
| 118 85 | | | 19,001 81 | | 16,561 74 | | June 1, '81 | 47.40 m., from Feb. 1, '81. In Sept., 1881. | 76 |
| 42 75 | | | 4,531 94 | | 1,910 92 | | July 1, '82 | .16 m. decrease | 77 |
| 12 50 | 99 18 | | 8,127 45 | 288 62 | 6,065 85 | | July 1, '81 | .09 m. increase. r. p. o., on 23.09 m. only. | 77a |
| | | | | | | | Sept. 20, '81 | New | 78 |
| 25 00 | 86 36 | 25 00 | 10,507 54 | 1,155 00 | 9,154 16 | | July 1, '82 | r. p. o. on 46.20 m. only. .86 m. increase. (40-foot authorized). | 79 |
| 42 75 | | | 3,156 39 | | 1,383 61 | | July 1, '82 | .27 m. decrease | 80 |
| 90 63 | | | 12,719 83 | | 12,327 21 | | July 1, '81 | In April, 1881 | 81 |
| 42 75 | | | 10,047 20 | | 2,268 74 | | Oct. 1, '81 | 50.01 m. from July 1, '81. In Oct., 1881. | 82 |
| 76 09 | | | 9,223 58 | | 7,158 25 | | July 1, '81 | .56 m. increase. In Apr., 1881. | 83 |
| 131 67 | | | 30,038 19 | | 28,520 06 | | July 1, '82 | 92.88 m. from Jan. 1, 1882. | 84 |
| 82 08 | | | 9,388 56 | | 7,740 96 | | July 1, '81 | 2.86 m. increase, main line; branch. | 85 |
| | | | | | | | Aug. 1, '81 | New. In April, 1882. | 86 |
| 76 95 | | | 112 86 | | 173 13 | | July 1, '81 | 1.03 m. decrease. In April, 1881. | 87 |

II.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails whole distance per day. | Miles per hour. | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. |
|--------|--------|------------------|----------------------|---------------------------------|------------------------------------------------|------------------|-------------------------------------------------|-----------------|--------------------------------------------------------------------------|-----------------|--------------------------------------------|
| | | | | | | Miles. | Lbs. | | Feet and inches. | | Dolls. |
| 88 | Colo. | 38012 | | Salida, Gunnison. | D. & Rio G. R. W. | 74.30 | 1,193 15 | | 19.4 by 7.4, f. f., s. l. | 8.5* | 93 20 |
| 89 | N. J. | 7018 | | Eaton, Metuchen. | Lehigh V. R. R. | 54 | 1,106 34 | | in b. c. | 19* | 92 34 |
| 90 | N. Y. | 6016 | | Buffalo, Lewiston. | N. Y. Cent. & H. Riv. R. R. | 29 | 1,150 25 | | in b. c. | 33.51* | 91 49 |
| 91 | Kan. | 33026 | | Concordia, Logan. | M. P. R. W. (Cent. Br. Div.) | 138.54 | 1,149 20 | | 29.2 by 9.4, f. f., s. l. | 7 | 91 49 |
| 92 | Cal. | 46011 | | San Francisco, Cloverdale. | San F. & N. P. R. R. | 90 | 1,142 22 | | 8 by 6, f. f., s. l. | 10.8* | 91 49 |
| 93 | Me. | 15 | | Woolwich, Rockland. | Knox & L. R. R. | 48.86 | 1,106 19 | | 14 by 6.6, (av.), f. f., 2 l. | 12 | 89 78 |
| 94 | Tex. | 31017 | | Demison City, Minneola. | M. P. R. W. | 102.84 | 1,080 20 | | 50 by 9.2, f. f., s. l. | 7 | 88 92 |
| 95 | Tex. | 31009 | | Shreveport, El Paso. | T. & P. R. W. | 834.47 | 1,072 16 | | 20.10 by 9.1, f. f., d. l., bet'n Marshall and Longview; s. l., residue. | 7.7* | 88 07 |
| 96 | Tex. | 31011 | | Whitesborough, Texarkana. | T. & P. R. W. | 173.67 | 985 18 | | 16.10 by 9, f. f., s. l. | 7 | 84 63 |
| 97 | Dak. | 35007 | | Flandreau, Sioux Falls. | C. M. & St. P. R. W. | 39.17 | 948 21 | | 21 by 9, f. f., s. l. | 6 | 82 94 |
| 98 | N. M. | 39002 | | Antonito, Durango. | D. & Rio G. R. W. | 171.39 | 947 15 | | 19.4 by 7.4, f. f., s. l. | 7 | 82 94 |
| 99 | Kan. | 33003 | | Cherryvale, Hunnewell. | K. C., Law. & Son K. R. R. | 131.19 | 930 21 | | 18.2 by 8.9, f. f., s. l., to Wellington, 112.70 m.; no r. a. residue. | 6 | 82 08 |
| 100 | Cal. | 46017 | | Los Angeles, Santa Ana. | C. P. R. R. Co. (leases Los A. & San D. R. R.) | 35.23 | 906 16 | | 8.4 by 6, f. f., s. l. | 7 | 81 23 |
| 101 | Tex. | 31028 | | Whitesborough, Fort Worth. | T. P. & M. P. R. W. | 72.17 | 897 18 | | 39.2 by 9.2, f. f., s. l. | 7 | 80 37 |
| 102 | Utah | 41001 | | Salt Lake City, Frisco. | Utah Cent. R. W. | 281 | 861.17 | | 14.7 by 8.10 to Juab; no r. a. residue. | 8.21* | 79 52 |
| 103 | N. Y. | 6093 | | Long Island City to Sag Harbor. | Long Isl'd R. R. | 99.67 | 857 32 | | 17.9 by 6.8, f. f., s. l. | 12 | 78 66 |
| 104 | Wis. | 25038 | | Milwaukee, Montfort. | Chio. & N. K. W. | 146.31 | 853 23 | | 19.2 by 7.2, f. f., s. l. | 9.3* | 78 66 |
| 105 | Colo. | 38004 | | Cucharas, Espanola. | Denver & R. (Gr. R. W.) | 200.82 | 852 15 | | 19.4 by 7.4, f. f., s. l. to Antonito, 109.50 m.; no r. a. residue. | 7 | 78 66 |
| 106 | Tex. | 31026 | | Whitesborough, Waco. | T. P. & M. P. R. W. | 160.48 | 848 18 | | 16 by 9, f. f., s. l. | 7 | 78 66 |
| 107 | Kans. | 33011 | | Newton, Arkansas City. | A. T. & S. F. R. R. | 78.56 | 835 20 | | 13.3 by 9.1, f. f., s. l. | 8.07* | 77 81 |
| 108 | Cal. | 46002 | | San Francisco, Soledad. | Southern Pac. R. R. | 142.96 | 1,272 26 | | 17 by 9, f. f., s. l. | 12.51* | 77 30 |
| 109 | Dak. | 35005 | | Grand Forks, Fargo. | St. P., M. & M. R. W. | 78.93 | 797 20 | | 12.4 by 7.2, f. f., s. l. | 7 | 76 10 |
| 110 | Tex. | 31004 | | Hempstead, Austin. | H. & Tex. C. R. R. | 115.22 | 766 19 | | 14.8 by 8, f. f., s. l. | 13 | 75 24 |
| 111 | Kans. | 33004 | | Lawrence, Coffeyville. | K. C., L. & S. K. R. R. | 141.57 | 1,189 21 | | 18.2 by 8.9, f. f., s. l. to Cherryvale, 125.10 m.; no r. a. residue. | 6 | 74 56 |
| 112 | Kans. | 33030 | 33037 | Mulvane, Caldwell. | A. T. & S. F. R. R. | 38.30 | 759 20 | | 13.3 by 9.1, f. f., s. l. | 6 | 74 39 |

States and Territories in which the contract term expired June 30, 1832, &c.—Continued.

| Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Date of adjustment or readjustment. | Remarks. | Order. |
|-------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------|---------------------------------------------------------------------------------------------------------------|--------|
| Dolls. | Dollars. | Dolls. | Dollars. | Dollars. | Dollars. | Dollars. | | | |
| | | | | | | | Sept. 20, '81 | 43 m. from Aug. 16, 1881; 32.75 m. from Sept. 20, '81. 1.45 m. increase. New. | 88 |
| | | | | | | | Aug. 1, '81 | New. In Dec., 1881 | 89 |
| 82 93 | | | 2,653 21 | | 2,405 11 | | July 1, '81 | In April, 1881 | 90 |
| 82 94 | | | 12,675 02 | | 9,455 99 | | July 1, '82 | 24.92 m. from Mar. 16, '82. .39 m. decrease. | 91 |
| 73 53 | | | 8,234 10 | | 6,617 70 | | July 1, '82 | | 92 |
| 86 36 | | | 4,386 65 | | 4,331 92 | | July 1, '81 | In April, 1881 | 93 |
| 97 47 | | | 9,144 53 | | 10,047 20 | | July 1, '82 | 24 m. decrease | 94 |
| 129 11 | | | 73,491 77 | | 42,021 43 | | July 1, '82 | 67.10 m. from Aug. 1, '81; 386.40 m. from Jan. 1, '82; 55.50 m. from Apr. 15, '82. | 95 |
| 71 82 | | | 14,701 16 | | 11,147 90 | | July 1, '82 | 17.69 m. from Sept. 1, '81; .76 m. increase. | 96 |
| | | | | | | | Mar. 1, '82 | 19.50 m. from July 1, '81; 19.67 m. from July 1, '82. | 97 |
| 50 00 | | | 14,215 08 | | 3,770 10 | | July 1, '82 | 22.60 m. from July 1, '81; 85.20 m. from Aug. 16, '81; .31 m. decrease. | 98 |
| 79 52 | | | 10,768 07 | | 10,444 15 | | July 1, '82 | .15 m. decrease | 99 |
| 61 56 | | | 2,861 73 | | 2,132 43 | | July 1, '82 | .59 m. increase | 100 |
| | | | | | | | June 20, '81 | In Oct., 1881 | 101 |
| 98 06 | | | 22,345 12 | | 19,776 61 | | July 1, '82 | Formerly 105.03 m. at \$78.66, and 137.76 m. at \$56.43. Routes 41001, 41002, and 41003 consolidated. | 102 |
| 51 30 | | | 7,840 04 | | 3,650 25 | | Aug. 1, '81 | 35.25 m., formerly at \$49.56. Routes 6049 and 6093 consolidated. Weighings of Apr. and Aug., 1881, combined. | 103 |
| | | | | | | | Feb. 10, '82 | 64.60 m. from Oct. 15, '81; 81.71 m. from Feb. 10, '82. New. In Apr., 1882. | 104 |
| 82 94 | | | 15,796 50 | | 16,603 75 | | July 1, '82 | .63 m. increase | 105 |
| 80 37 | | | 12,623 33 | | 5,800 30 | | July 1, '82 | 87.97 m. from Dec. 15, 1881; .34 m. increase. | 106 |
| 70 11 | | | 6,112 75 | | 5,527 57 | | July 1, '82 | .28 m. increase | 107 |
| 73 19 | | | 11,050 80 | | 10,524 72 | | July 1, '82 | .84 m. decrease | 108 |
| | | | | | | | Apr. 1, '81 | 2.87 m. increase. In May, 1882. | 109 |
| 67 54 | | | 8,669 15 | | 7,780 60 | | July 1, '82 | .02 m. increase | 110 |
| 71 82 | | | 10,535 45 | | 10,112 26 | | July 1, '82 | .77 m. increase | 111 |
| 66 66 | | | 2,849 13 | | 2,546 89 | | July 1, '82 | .11 m. increase. Formerly branch of route 33011. | 112 |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails whole distance per day. | Miles per hour. | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. |
|--------|--------|------------------|----------------------|---------------------------------|-----------------------------------------------|------------------|-------------------------------------------------|-----------------|--------------------------------------------------------------------------------------|-----------------|--------------------------------------------|
| | | | | | | Miles. | Lbs. | | Feet and inches. | | Dolls. |
| 113 | Pa. | 8027 | | Lancaster, Middletown. | Penn. R. R. | 31.64 | 747 21 | | r. a. apt., 11 by 8.6, 12.15 m., Lancaster to Columbia. | 20.30* | 74 30 |
| 114 | N. M. | 39001 | | Lamy Station (n. o.), Santa Fe. | A. T. & S. F. R. R. | 18.63 | 746 18 | | no apt. | 14 | 74 30 |
| 115 | Me. | 3 | | Farmington, Brunswick. | Me. Cent. R. R. | 67.89 | 729 18 | | 16 by 6.7, f. f., a. l. 36.36 m., d. l. 19.73 m. | 14.55* | 73 53 |
| 116 | Kans. | 33007 | | Saint Joseph, Grand Island. | St. Jos. & W. R. R. | 252.88 | 722 20 | | 20 by 9.4, f. f., a. l. | 7 | 73 53 |
| 117 | Kans. | 33012 | | Atchison, Columbus. | B. & M. R. R. in Nebr. | 221.36 | 720 16 | | 19.6 by 8.6; 8 by 7, f. f., a. l. | 6 | 73 53 |
| 118 | Ark. | 29003 | | Argenta, Fort Smith. | L. R. & Ft. S. R. W. | 157.15 | 1,156 20 | | 18 by 9, f. f., a. l. | 6 | 73 19 |
| 119 | Kans. | 33002 | | Lawrence, Leavenworth. | U. P. R. W. | 32.34 | 715 25 | | 18.2 by 8.9, f. f., a. l. | 7 | 72 68 |
| 120 | Tex. | 31027 | | Galveston, Belton. | Gulf, Col. & S. F. R. R. | 226.90 | 693 25 | | 13 by 7, f. f., a. l. | 7 | 71 82 |
| 121 | Cal. | 46031 | | San Francisco, Santa Cruz. | So. Pac. C. R. R. | 83.15 | 682 23 | | 8 by 7.6, f. f., a. l. | 13 | 71 82 |
| 122 | Tex. | 31005 | | Bremond, Cisco. | Hous. & T. C. R. R. | 197.66 | 667 18 | | 14 by 8.8, f. f., a. l. | 9.9* | 70 97 |
| 123 | N. H. | 1007 | | Wing Road, Fabyan House. | Bos., C. & M. R. R. | 13.54 | 656 24 | | 13.7 by 6.7, f. f., a. l. | 24 | 70 11 |
| 124 | Minn. | 26021 | | White Bear Lake, Angus. | Minn. & St. L. R. W. | 275.26 | 648 18 | | 14.10 by 9, f. f., a. l. between Minneapolis and Angus. 260.23 m.: no r. a. residue. | 8.25* | 70 11 |
| 125 | Cal. | 46008 | | Valley Junction, Calistoga. | Cal. Pac. R. R. | 43.87 | 645 22 | | 10 by 8.10, f. f., d. l. | 12.71 | 70 11 |
| 126 | N. J. | 7005 | | Camden, Monmouth Junction. | Penn. R. R. | 53.32 | 642 35 | | 11 by 8, f. f., a. l. | 8.69* | 70 11 |
| 127 | Cal. | 46012 | | Stockton, Milton. | Stockton & C. R. R. | 30.09 | 640 16 | | 10 by 8.9, f. f., a. l. | 8.99* | 70 11 |
| 128 | Cal. | 46019 | | Colfax, Nevada City. | Nev. Co. N. G. R. R. | 23.09 | 638 12 | | no r. a. | 14 | 69 26 |
| 129 | Ark. | 29005 | | Malvern Junction, Hot Springs. | Hot Spr'gs R. R. | 25.90 | 637 18 | | 8 by 4; no r. a. | 14 | 69 26 |
| 130 | Mo. | 28040 | | Pleasant Hill, Carthage. | Mo. Pac. R. W. | 115.46 | 634 25 | | 20 by 8.2, f. f., a. l. | 9.5* | 69 26 |
| 131 | La. | 30002 | | New Orleans, Port Allen. | N. O. Pac. R. W. | 98 | 615 19 | | 16.10 by 9.2, f. f., a. l. | 6.50* | 68 40 |
| 132 | Wis. | 25004 | | Milton Junction, Shullsburg. | C., M. & St. P. R. W. | 76.21 | 614 20 | | 17 by 7.7, f. f., a. l. to Gratiot. 64.30 m. No r. a. residue. | 10.8* | 68 40 |
| 133 | Iowa | 27003 | | Cedar Rapids, Emmittsburg. | B., C. R. & N. R. W. | 184.05 | 609 22 | | 20 by 9.4, f. f., a. l. | 6 | 68 40 |
| 134 | Kans. | 3030a | 33031 | Paola, Leroy Junction (n. o.). | M. P. R. W. | 61.40 | 603 25 | | 20 by 8.2, f. f., a. l. | 6 | 68 40 |

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

| Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Date of adjustment or readjustment. | Remarks. | Order. |
|-------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Dolls. | Dollars. | Dolls. | Dollars. | Dollars. | Dollars. | Dollars. | | | |
| | 57 55 | | 2,353 69 | | 2,073 80 | | Oct. 31, '81 | .14 m. increase. 60 days in Feb. and Mar., 1882. | 113 |
| | | | | | | | Apr. 1, '80 | New. In June, 1881 | 114 |
| | 86 95 | | 4,991 95 | | 5,533 02 | | July 1, '81 | Formerly 51 m. at \$76.95. 1.61 m. decrease. In Apr., 1881. | 115 |
| | 70 11 | | 15,284 71 | | 14,450 12 | | July 1, '82 | Formerly 226.50 m. at \$54.09; 226.50 m. at \$58.83. 1.48 m. increase. In Apr., 1882. | 116 |
| | 68 40 | | 16,276 60 | | 15,186 92 | | July 1, '82 | .06 m. increase | 117 |
| | 58 88 | | 12,283 70 | | 9,959 33 | | July 1, '82 | 2.14 m. decrease. | 118 |
| | 64 13 | | 2,850 47 | | 2,247 75 | | July 1, '82 | 2.71 m. decrease. | 119 |
| | 63 27 | | 16,295 95 | | 14,358 43 | | July 1, '82 | .10 m. increase | 120 |
| | 47 02 | | 5,971 83 | | 3,839 06 | | July 1, '82 | .18 m. decrease | 121 |
| | 62 42 | | 14,027 93 | | 6,072 81 | | July 1, '82 | 52.57 m. from July 18, 1881; 47.91 m. from Sept. 28, 1881. 10 m. decrease. | 122 |
| | 49 59 | | 949 28 | | 680 46 | | July 1, '81 | Weighing for May and Aug., 1881, combined. | 123 |
| | 71 82 | | 19,298 47 | | 16,193 97 | | Apr. 1, '82 | 49.78 m. from Feb. 20, 1882. In Apr., 1882. | 124 |
| | 67 55 | | 3,075 72 | | 2,965 44 | | July 1, '82 | .03 m. decrease. | 125 |
| | 67 54 | | 3,738 26 | | 3,617 71 | | July 1, '81 | .24 m. decrease. In Apr., 1881. Main route; branches, \$46.17, \$28.47. | 126 |
| | 64 98 | | 2,109 60 | | 1,949 40 | | July 1, '82 | .09 m. increase | 127 |
| | 49 59 | | 1,590 21 | | 1,131 14 | | July 1, '82 | .28 m. decrease | 128 |
| | 58 87 | | 1,793 83 | | 1,852 67 | | July 1, '82 | .79 m. increase | 129 |
| | | | | | | | See dates. | 33.97 m. from Oct. 11, 1880; 30 m. from Apr. 3, 1881; 24.30 m. from Sept. 22, 1881; 22.19 m. from Dec. 23, 1881. In Mar. 1882. | 130 |
| | 42 75 | | 6,703 20 | | 2,749 68 | | July 1, '82 | 32.39 m. from Aug. 1, 1881. 1.29 m. increase. | 131 |
| | 47 88 | | 5,212 76 | | 2,040 64 | | Apr. 1, '82 | 32.59 m. from Oct. 20, 1881. In April, 1882. | 132 |
| | 56 43 | | 11,138 25 | | 2,846 89 | | Apr. 1, '82 | Lap from Cedar Rapids to Vinton, 21.21 m.; 24.34 m. from Dec. 20, 1880; 28.36 m. from Jan. 20, 1881; 5.52 m. from Oct. 15, 1881; 47.67 m. from Jan. 16, 1882. In April, 1882. | 133 |
| | 42 75 | | 4,199 76 | | 2,599 20 | | July 1, 1882. | .60 m. increase. | 134 |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails whole distance per day. | Miles per hour. | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. |
|--------|--------|------------------|----------------------|-------------------------------------|-----------------------------------------------|------------------|-------------------------------------------------|-----------------|--------------------------------------------------------------------|-----------------|--------------------------------------------|
| | | | | | | Miles. | Lbs. | | Feet and inches. | | Dolls. |
| 135 | Neb | 34003 | ..... | Omaha, Covington. | C., St. P., M. & O.R. W. | 127.12 | 587 14 | | 11.10 by 9.3, f. f., a. l. | 6.47* | 67 55 |
| 136 | Md.. | 10007 | ..... | Annapolis, Annapolis Junction. | A. & E. R. R. R. | 21.11 | 570 25 | | apt. 9.4 by 8.5, f. f., 21. | 15* | 66 69 |
| 137 | Mich | 24045 | ..... | Butter's Junction (n.o.), Manistee. | F. & P. M. R. R. | 27.02 | 569 24 | | a. l. | 12 | 66 69 |
| 138 | Fla.. | 18009 | ..... | Hart's Road, Jacksonville. | F. & J. R. R. | 23.27 | 566 20 | | no apt.; no r. a.. | 13 | 66 69 |
| 139 | Minn | 28014 | ..... | St. Peter, Wattertown. | W. & St. P. R. R. | 184.73 | 942 18 | | 14.6 by 7.6, f. f., a. l. | 7.3* | 66 35 |
| 140 | Iowa | 27052 | ..... | Tama, Elmore.. | C. & N. R. W. | 164.72 | 555 14 | | 12.2 by 7.5 f., f., a. l. | 6.1* | 65 84 |
| 141 | Tex. | 31033 | ..... | Temple, Fort Worth. | G., C. & S. F. R. R. | 128.30 | 552 25 | | 13 by 7, f. f., a. l.. | 7 | 65 84 |
| 142 | Tex. | 31025 | ..... | Texarkana, Waco. | T. & St. L. R. W. | 258.79 | 550 16 | | 9.8 by 7.7 (av.) .. | 7 | 65 84 |
| 143 | Cal.. | 46023 | ..... | Galt, Ione..... | A. B. R. W. | 27.79 | 547 14 | | no r. a.. | 7 | 65 84 |
| 144 | Iowa | 27034 | ..... | Sioux City, Sioux Falls. | C. M. & St. P. R. W. | 91.14 | 545 20 | | 12 by 7, f. f., a. l.. | 6 | 65 84 |
| 145 | N.M. | 39001 | ..... | Lamy Station (n. o.), Santa Fé. | A. T. & S. F. R. R. | 18.70 | 545 .. | | in b. o. | 14 | 65 84 |
| 146 | Cal.. | 48022 | ..... | Davisville, Willow. | C. P. R. R. Co. (lessee N. R. W.). | 74.5 | 539 25 | | 8.11 by 8.9, f. f., a. l. | 6.75* | 64 98 |
| 147 | Dak. | 35001 | ..... | Sioux City, Yankton. | C. M. & St. P. R. W. | 62.10 | 538 20 | | 12.5 by 7.9, f. f., a. l. | 6 | 64 98 |
| 148 | N.Y. | 6046 | ..... | Hicksville, Port Jefferson. | L. I. R. R.. | 33.50 | 535 23 | | 13 by 5.9 f. f., a. l. | 12 | 64 98 |
| 149 | Mass | 3046 | ..... | South Braintree, Plymouth. | O. C. R. R. | 26.62 | 534 22 | | in b. o. | 20.19* | 64 98 |
| 150 | Md.. | 10012 | ..... | Clayton, Chestertown. | K. C. & S. & D. B. R. R. | 32.73 | 534 17 | | 10 by 6, f. f., a. l.. | 6 | 64 98 |
| 151 | Mich | 24042 | ..... | Port Huron, Sand Beach. | P. H. & N. R. W. | 71.70 | 533 16 | | 8.8 by 5.9, d. l. to Marquette Junction, 14.50 m.; a. l. residue. | 8.4* | 64 98 |
| 152 | Vt.. | 2016 | ..... | Brattleborough, South Londonderry. | C. V. R. R. | 36.15 | 524 17 | | in b. o. | 6 | 64 98 |
| 153 | Kans | 33015 | ..... | Junction City, Clyde. | J. C. & F. K. R. R. | 21 | 514 21 | | 18.2 by 9.1, f. f., a. l. | 7 | 64 13 |
| 154 | Ohio | 21073 | ..... | Cleveland, Canton. | V. R. W. | 60.39 | 508 30 | | 11.6 by 7.1, f. f., a. l. | 12 | 64 13 |
| 155 | Va.. | 11026 | ..... | Norfolk, Edenton. | E. C. & N. R. R. | 74.05 | 504 21 | | 6.7, by 5.9, f. f., a. l. | 6 | 64 13 |
| 156 | Tex. | 31026 | ..... | Georgetown, Round Rock. | I. & G. N. R. R. | 10.22 | 502 10 | | no apt. | 10.50* | 64 13 |
| 157 | Nev. | 45002 | ..... | Palisade, Eureka. | E. & P. R. R. | 90.85 | 500 22 | | no r. a.. | 7 | 64 13 |
| 158 | Tex. | 31027 | ..... | Galveston, Belton. | G., C. & S. F. R. W. | 226.86 | 496 25 | | 13 by 6.10, f. f., a. l. | 8.04* | 63 27 |
| 159 | Ark. | 29007 | ..... | Little Rock, Arkansas City. | L. R., M. R. & T. R. W. | 113.25 | 494 16 | | 14 by 7.3, f. f., a. l. | 6 | 63 27 |
| 160 | Neb. | 34010 | ..... | Fremont, Long Pine. | F., E. & M. V. R. R. | 212.71 | 491 .. | | 17.9 by 9.6, f. f., a. l. | 6 | 63 27 |
| 161 | Minn | 28035 | ..... | Barnesville, Moorhead. | St. P., M. & M. R. W. | 23.40 | 486 22 | | no r. a.. | 13 | 63 42 |
| 162 | Dak. | 35002 | ..... | Marion, Chamberlain. | C. M. & St. P. R. W. | 111.88 | 480 16 | | 20.3 by 9.6, f. f., a. l. to Mitchell, 44.39 m.; no r. a. residue. | 6 | 62 42 |

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

| Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Date of adjustment or readjustment. | Remarks. | Order. |
|-------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------|------------------------------------------------------------------------------------------------------|--------|
| Dolls. | Dollars. | Dolls. | Dollars. | Dollars. | Dollars. | Dollars. | | | |
| 51 16 | | | 8,586 95 | | 2,232 81 | | July 1, '82 | .49 m. decrease | 135 |
| 64 96 | | | 1,407 82 | | 1,367 72 | | July 1, '81 | In Jan., 1882 | 136 |
| 42 75 | | | 1,801 96 | | 137 22 | | Apr. 1, '82 | 23.81 m. from Jan. 10, 1882. In April, 1882. | 137 |
| | | | | | | | Apr. 25, '81 | In Oct., 1881. New | 138 |
| 47 88 | | | 12,256 83 | | 7,212 16 | | July 1, '82 | 34.10 m. from Aug. 16, 1879. In Aug., 1881. | 139 |
| 43 61 | | | 10,845 16 | | 3,646 67 | | Apr. 1, '82 | 14.89 m. from Aug. 16, 1881; 34.13 m. from Oct. 15, 1881; 32.08 m. from Feb. 1, 1882. In Apr., 1882. | 140 |
| | | | | | | | Feb. 8, '82 | 99.30 m. from Dec. 1, 1881, 29 m. fr. Feb. 8, '82. New. | 141 |
| 54 72 | | | 17,038 73 | | 9,097 74 | | July 1, '82 | 92.41 m. from Sept. 1, 1881 | 142 |
| 53 01 | | | 1,829 69 | | 1,475 79 | | July 1, '82 | .05 m. decrease | 143 |
| 42 75 | | | 6,900 65 | | 2,786 44 | | Feb. 1, '81 | 22.17 m. from Feb. 2, 1880. In August, 1881. | 144 |
| | | | | | | | Apr. 1, '80 | .07 m. increase. New | 145 |
| 54 72 | | | 4,841 01 | | 3,984 13 | | July 1, '82 | Formerly 9.20 m., at \$45.32. .11 m. increase. | 146 |
| 68 40 | | | 4,085 25 | | 4,220 96 | | July 1, '82 | .39 m. increase | 147 |
| 60 44 | | | 2,176 83 | | 2,006 24 | | July 1, '81 | .3 m. decrease. Formerly 20 m., at \$50.44. Combined weighings for Apr. and Aug., 1881. | 148 |
| 123 97 | | | 1,729 76 | | 3,300 08 | | July 1, '81 | Late part of route 3038. In April, 1881. | 149 |
| 49 59 | | | 2,126 79 | | 1,561 66 | | July 1, '81 | In Jan., 1882 | 150 |
| 53 01 | | | 4,659 06 | | 3,600 81 | | Apr. 1, '82 | In Apr., 1882 | 151 |
| | | | | | | | Jan. 16, '81 | In Apr., 1881. New | 152 |
| 63 27 | | | 3,708 50 | | 3,581 08 | | July 1, '82 | 1.15 m. increase | 153 |
| 47 03 | | | 3,872 81 | | 2,840 14 | | Jan. 1, '83 | In Dec., 1881 | 154 |
| | | | | | | | Dec. 20, '81 | 46.15 m. from July 15, '81. 27.90 m. from Dec. 20, 1881. In March, 1882. | 155 |
| 62 42 | | | 655 40 | | 637 03 | | July 1, '82 | | 156 |
| 58 14 | | | 5,826 21 | | 5,306 43 | | July 1, '82 | .42 m. decrease | 157 |
| 45 32 | | | 14,353 43 | | 2,833 85 | | Oct. 1, '81 | 37.85 m. from Mar. 15, 1881. In Oct., 1881. | 158 |
| | | | | | | | July 1, '81 | 43.85 m. from Apr. 1, 1881. 69.40 m. from July 1, '81. New. In Oct., 1881. | 159 |
| 58 14 | | | 13,458 16 | | 6,711 68 | | July 1, '82 | 38.92 m. from Sept. 15, 1881. 57.43 m. from Dec. 15, 1881. .02 m. decrease. | 160 |
| | | | | | | | Apr. 1, '81 | In May, 1881 | 161 |
| 57 29 | | | 4,983 54 | | 2,552 27 | | July 1, '82 | 67.33 m. from Aug. 16, 1881. | 162 |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails whole distance per day. | Miles per hour. | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. |
|--------|--------|------------------|----------------------|---------------------------------|-----------------------------------------------|------------------|-------------------------------------------------|-----------------|-------------------------------------------------------------------|-----------------|--------------------------------------------|
| 163 | Kans | 33009 | ..... | Junction City, Parsons. | M. P. R. W. | Miles. 157.86 | Lbs. 826 25 | | Feet and inches. 15.8 by 7.2, f. f., a. l. | 6 | Dolla. 62 25 |
| 164 | Wash | 43001 | ..... | Kalama, Carbonado. | N. P. R. R. | 136.83 | 812 23 | | 22.6 by 9, f. f., a. l., to New Tacoma, 105 m.; no r. a. residue. | 6 | 61 25 |
| 165 | N. Y. | 6094 | ..... | Long Island City, White-stone. | L. I. R. R. | 12 | 469 23 | | in b. c. | 12 | 61 56 |
| 166 | Va. | 11025 | ..... | Orange, Gordonsville. | V. M. R. W. | 9.79 | 458 14 | | in b. c. | 9.50* | 60 71 |
| 167 | Kans | 33019 | ..... | Ottawa, Burlington. | K. C., L. & S. K. R. R. | 46.95 | 456 20 | | 18.2 by 8.9, f. f., a. l. | 6 | 60 71 |
| 168 | Nebr | 34008 | ..... | Valley, Stromsburg. | O. & R. V. R. R. | 90.86 | 442 ... | | 12.2 by 6 10, f. f., a. l. | 8.5* | 59 85 |
| 169 | Ill. | 23024 | ..... | Peoria, Evansville. | P., D. & E. R. W. | 250.53 | 441 23 | | 19.9 by 9.4, f. f., a. l. | 6 | 59 85 |
| 170 | Cal. | 46016 | ..... | San Francisco, Duncan's Mills. | N. P. C. R. R. | 80.50 | 429 16 | | 8 by 6, f. f., a. l. ... | 7.30* | 59 00 |
| 171 | N. Y. | 6019 | ..... | Dunkirk, Titusville. | N. Y. C. & H. R. R. R. | 91.16 | 428 22 | | 12.6 by 6.7, f. f., a. l. | 9.62* | 59 00 |
| 172 | Ohio | 21060 | ..... | Columbia, Hamersville. | Cin. & P. R. R. | 35 | 425 15 | | 10.2 by 5.2, f. f., a. l. | 12 | 58 14 |
| 173 | Mo. | 28036 | ..... | Fort Scott, Springfield. | Kan. City, Ft. Scott & Gulf R. R. | 105.42 | 422 20 | | 14 by 9.2, f. f., a. l. ... | 6 | 58 14 |
| 174 | Minn | 26010 | ..... | Hastings, Aberdeen. | Chic., M. & St. P. R. W. | 312.96 | 693 17 | | 19 by 9, f. f., a. l. ... | 6 | 57 46 |
| 175 | Dak. | 35011 | 35011 | Grand Forks, Grafton. | St. P., M. & M. R. W. | 40.06 | 399 20 | | 12.4 by 7.2, f. f., a. l. | 7 | 56 43 |
| 176 | Kans | 33017 | ..... | Florence, Dong-las. | A., T. & S. F. R. R. | 54.58 | 397 15 | | 12 by 7.7, f. f., a. l. | 6 | 56 43 |
| 177 | N. J. | 7005 | ..... | Jamestown to South Amboy. | Penn. R. R. | 14.20 | 397 26 | | a. l. | 10.10* | 56 43 |
| 178 | Cal. | 46005 | ..... | Sacramento City to Folsom City. | S. & P. R. R. | 22.23 | 388 16 | | 6.6 by 6, f. f., a. l. | 12 | 55 56 |
| 179 | Minn | 26020 | ..... | Worthington, Salem. | W. & Sioux Falls R. R. | 101.79 | 387 20 | | 11.10 by 9.3, f. f., a. l. | 6 | 65 58 |
| 180 | Kans | 33030 | ..... | Florence, Ellenwood. | A., T. & S. F. R. R. | 98.87 | 373 25 | | 18.3 by 9 1/2, f. f., a. l. | 6 | 54 72 |
| 181 | Kans | 33025 | ..... | Solomon City, Beloit. | Solomon R. R. | 57.83 | 372 14 | | 16 by 8, f. f., a. l. ... | 7 | 54 72 |
| 182 | Nev | 45004 | ..... | Mound House, Candalaria. | Carson & Col. R. R. | 158.96 | 361 15 | | no r. a. | 7 | 53 87 |
| 183 | Oreg | 44002 | ..... | Portland, Corvallis. | Oregon & C. R. R. | 97.85 | 360 14 | | 10 by 8.10, f. f., a. l. | 6 | 53 87 |
| 184 | N. J. | 7004 | ..... | Princeton Junction, Princeton. | Penn. R. R. | 3.37 | 343 30 | | in b. c. | 26 | 52 14 |
| 185 | Colo. | 38010 | ..... | Canon City, West Cliff. | D. & R. G. R. W. | 31.20 | 341 15 | | no r. a. | 7 | 52 16 |
| 186 | Colo. | 38011 | ..... | Alamosa, Del Norte. | do do do | 31.82 | 333 15 | | no r. a. | 7 | 52 16 |
| 187 | Nebr | 34003 | ..... | Omaha, Covington. | C., S. P., M. & O. R. W. | 127.61 | 343 20 | | 11.4 by 9.3, f. f., a. l. | 12 | 51 16 |
| 188 | Kans | 33023 | ..... | Emporia, Howard. | A., T. & S. F. R. R. | 76.59 | 315 12 | | 12 by 7.7, f. f., a. l. | 6 | 50 45 |
| 189 | Cal. | 46006 | ..... | Suisun, Napa Junction. | C. P. R. R. | 13.01 | 318 26 | | no r. a. | 7 | 50 45 |
| 190 | Tex. | 31013 | ..... | Jefferson, Greenville. | M. P. R. W. | 121.46 | 303 15 | | 14 by 6, f. f., a. l. ... | 6 | 49 59 |
| 191 | Nebr | 34015 | ..... | Grand Island, Saint Paul. | O. & R. V. R. R. | 22.99 | 300 ... | | no r. a. | 6 | 49 59 |

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

| Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Date of adjustment or readjustment. | Remarks. | Order. |
|-------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------|--------------------------------------------------------------------------------------------------------------|--------|
| Dolls. | Dollars. | Dolls. | Dollars. | Dollars. | Dollars. | Dollars. | | | |
| 54 04 | | | 9,826 78 | | 8,508 06 | | July 1, '82 | 42 m. increase. | 163 |
| 50 61 | | | 8,607 93 | | 8,625 50 | | July 1, '82 | 3.50 m. from Nov. 1, 1881. | 164 |
| 42 75 | | | 788 72 | | | | July 1, '81 | 41.46 m. covered by route 6,093. Main route; branch. | 165 |
| | | | | | | | Jan. 16, '81 | In Jan., 1882. New | 166 |
| 06 00 | | | 2,850 33 | | 3,137 76 | | July 1, '82 | .10 m. decrease. | 167 |
| 53 01 | | | 5,437 97 | | 4,812 24 | | July 1, '82 | .08 m. increase. | 168 |
| 58 14 | | | 14,904 23 | | 9,448 48 | | Oct. 1, '81 | 57.96 m. from Apr. 1, 1881. | 169 |
| 52 16 | | | 4,749 50 | | 4,197 31 | | July 1, '82 | In Oct., 1881. .03 m. increase. | 170 |
| 48 72½ | | | 5,378 44 | | 4,442 67 | | July 1, '81 | In Apr., 1881 | 171 |
| 43 61 | | | 2,034 90 | | 984 56 | | May 1, '82 | 7.65 m. from July 25, 1881; 5.95 m. from Jan. 16, 1882. In May, 1882 | 172 |
| | | | | | | | See dates. | 23.93 m. from Dec. 1, 1880; 12.34 m. from Dec. 16, 1880; 31.72 m. from Jan. 16, 1881. New. In Oct., 1881. | 173 |
| 54 04 | | | 19,564 57 | | 10,987 41 | | Apr. 1, '82 | 110.16 m. from Aug. 16, 1881, at \$71.82. In Apr. 1882. | 174 |
| | | | | | | | Feb. 1, '82 | 21 m. increase. New. In May, 1882. | 175 |
| 42 75 | | | 3,079 94 | | 1,314 56 | | July 1, '82 | 24.02 m. from Dec. 1, 1881. | 176 |
| 38 47½ | | | 801 30 | | 575 20 | | July 1, '81 | 19 m. decrease. | 177 |
| 54 72 | | | 1,235 54 | | 1,269 50 | | July 1, '82 | Branch; 75 m. decrease. In Apr., 1881. | 178 |
| 50 45 | | | 3,505 43 | | 3,181 88 | | June 1, '81 | .97 m. decrease | 179 |
| 47 03 | | | 5,410 16 | | 3,696 08 | | July 1, '82 | Extension to Salem 38.72 m. not weighed. In June, 1881. | 180 |
| 49 50 | | | 3,164 45 | | 2,821 67 | | July 1, '82 | 19.76 m. from Nov. 15, 1881; .52 m. increase. | 181 |
| | | | | | | | See dates. | 93 m. increase | 182 |
| | | | | | | | See dates. | 100 m. from July 16, 1881; 58.80 m. from Mar. 15, 1882. .16 m. increase. | 183 |
| 53 01 | | | 5,271 17 | | 4,771 36 | | July 1, '82 | 47.54 m., formerly at \$42.75. Route 44004 consolidated with this route. 1.36 m. decrease | 184 |
| 47 03 | | | 175 77 | | 152 49 | | July 1, '81 | Branch; main route. In April, 1882. | 185 |
| | | | | | | | Aug. 16, '82 | 2.30 m. decrease | 186 |
| | | | | | | | Aug. 16, '81 | New. .32 m. increase | 187 |
| 46 17 | | | 6,528 52 | | 2,232 31 | | Oct. 1, '81 | 16.30 m. from Mar. 1, 1880; 62.96 m. from Jan. 20, 1881. In October, 1881. | 188 |
| 44 46 | | | 3,863 96 | | 3,383 40 | | July 1, '82 | .49 m. increase. | 189 |
| 77 81 | | | 656 35 | | 1,011 53 | | July 1, '82 | .01 m. increase | 190 |
| 53 87 | | | 6,023 20 | | 6,581 83 | | July 1, '82 | .72 m. decrease | 191 |
| 42 75 | | | 1,140 07 | | 967 00 | | July 1, '82 | .37 m. increase | 192 |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails whole distance per day. | Miles per hour. | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. |
|--------|--------|------------------|----------------------|---------------------------------------|-----------------------------------------------|------------------|-------------------------------------------------|-----------------|--------------------------------------|-----------------|--------------------------------------------|
| | | | | | | Miles. | Lbs. | | Feet and inches. | | Dolla. |
| 192 | Ia... | 27061 | | Bethany Junction (n.o.), Albany. | C. B. & Q. R.R. | 47.26 | 296 20 | | 10.6 by 6.7, f. f., a. l. | 15* | 49 59 |
| 193 | Mich | 24049 | | Saint Clair Junction (n.o.), Saginaw. | F. & P. M. R.R. | 3.54 | 294 10 | | no apt.; no r.a. | 24 | 48 74 |
| 194 | N.Y. | 6015 | | Buffalo, Lockport. | N. Y. C. & H. R.R. | 22 | 290 80 | | in b. c. | 18 | 48 74 |
| 195 | N. J. | 7005 | | Bordentown, Trenton. | Penn. R.R. | 6.04 | 287 18 | | in b. c. | 18 | 48 74 |
| 196 | S. C. | 14007 | | Chester, Lincolnton. | C. & L. N. G. R.R. | 65.17 | 291 14 | | 11.8 by 6.10, f. f., a. l. | 6 | 47 98 |
| 197 | Utah | 41008 | | Echo City, Park City. | E. & P. C. R.R. | 28.45 | 277 20 | | no r.a. | 14 | 47 98 |
| 198 | Fla... | 10011 | | Waldo, Ocala. | Penin R.R. | 47.26 | 273 20 | | no apt.; no r.a. | 6 | 47 86 |
| 199 | Cal... | 46029 | | Niles Junction, San José. | C. P. R. R. | 18.37 | 270 30 | | no r.a. | | 47 03 |
| 200 | Tex | 31015 | | Henderson, Overton. | I. & G. N. R.R. | 16.57 | 262 10 | | no apt. | 7 | 47 03 |
| 201 | Colo | 38002 | | Brighton, Boulder. | D. & B. V. R.R. | 27.69 | 260 22 | | no apt. | 6 | 47 03 |
| 202 | Colo | 38015 | | Mears, Hanman. | D. & R. G. R. W. | 27.33 | 260 15 | | 19 by 7.4; no r.a. | 7 | 47 03 |
| 203 | Kans | 33030b | 33032 | Jamestown, Burr Oak. | M. P. R. W. (C. Br Div.) | 33.90 | 256 12 | | 17.6 by 9.4; no r.a. | 6 | 46 17 |
| 204 | Wis. | 25028 | | Hudson, Gunderson. | C. S. P. M. & O. R. W. | 124.95 | 255 19 | | 8 by 6.8; no r.a. | 6 | 46 17 |
| 205 | Wash | 43003 | | Olympia, Tinnino. | O. & C. V. R.R. | 16.05 | 254 16 | | no r.a. | 6 | 46 17 |
| 206 | Mo.. | 28044 | | Bigelow, Burlington Junc. | K. C., St. J. & C. B. R.R. | 32.39 | 250 24 | | 11.4 by 6.6, f. f., a. l. | 6 | 46 17 |
| 207 | Minn | 26009 | | Mendota, Minneapolis. | C. M. & St. P. R. W. | 8.79 | 246 12 | | no r.a. | 12 | 45 32 |
| 208 | Cal... | 46018 | | Visalia, Goshen (n.o.). | Visalia R.R. | 7.83 | 243 10 | | no r.a. | 14 | 45 32 |
| 209 | Nebr | 34012 | | Columbus, Norfolk. | O. N. & B. H. R.R. | 50.74 | 233... | | 9 by 5, f. f., a. l. | 7 09* | 44 46 |
| 210 | N. J. | 7043 | | Keyport, Freehold. | F. & N. Y. R. W. | 14.22 | 233 25 | | in b. c. | 16.84* | 44 46 |
| 211 | Minn | 26033 | | Wyoming, Taylor's Falls. | St. P. & D. R.R. | 21.14 | 232 10 | | no r.a. | 6 | 44 46 |
| 212 | Kans | 33030c | 33033 | Ossawatimie, Ottawa. | M. P. R. W. | 21.40 | 228 25 | | 16.4 by 8.8; no r.a. | 6 | 44 46 |
| 213 | Kans | 33030d | 33034 | Burlingame, Manhattan. | M. A. & B. R. W. | 57.21 | 227 15 | | 10 by 7, f. f., a. l. | 6 | 44 46 |
| 214 | Kans | 33030e | 33035 | Wellington, Harper. | K. C. L. & S. K. R.R. | 35.89 | 221 15 | | 18.2 by 8.9; no r.a. | 6 | 43 61 |
| 215 | Kans | 33013 | | Leavenworth, Miltonvale. | K. C. R.R. | 168.02 | 218 17 | | 10.2 by 5.11, f. f., a. l. | 6 | 43 61 |
| 216 | Ohio | 21061 | | Toledo, Dayton | T. D. & B. R.R. | 168.65 | 216 25 | | 6 1 by 5.10, f. f., a. l. | 12 | 43 61 |
| 217 | Mich | 24020 | | Toledo, South Lyon. | T. A. A. & G. T. R. W. | 61.91 | 214 20 | | 10.6 by 7, f. f., a. l. | 10.4* | 43 61 |
| 218 | Ark. | 29010 | | Gurdon, Camden. | St. L., I. M. & S. R. W. | 34.28 | 214 12 | | no apt. | 6 | 43 61 |
| 219 | Cal... | 46009 | | Marville, Oroville. | C. N. R. R., N. D. Rideout, purchaser | 27.50 | 213 20 | | no r.a. | 7 | 43 61 |
| 220 | Mo.. | 28045 | | Delta (n. o.), Cape Girardeau. | C. G. R. W. | 14.81 | 213 12 | | locked room | 13 | 43 61 |
| 221 | Ky. | 20027 | | Ashland, Peach Orchard. | C. R. W. | 43.39 | 212 12 | | 10 by 5.6, f. f., a. l. | 6 | 43 61 |

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

| Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Date of adjustment or readjustment. | Remarks. | Order. |
|-------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------|---------------------------------------------------------------------------|--------|
| Dolls. | Dollars. | Dolls. | Dollars. | Dollars. | Dollars. | Dollars. | | | |
| 42 75 | | | 2,343 62 | | 1,296 20 | | June 1, '82 | 16.98 m. from Nov. 1, 1882. In June, 1882. | 192 |
| | | | | | | | Mar 1 '82 | In April, 1882. New | 193 |
| 42 75 | | | 1,072 28 | | 940 50 | | July 1, '81 | In April, 1881 | 194 |
| 46 17 | | | 294 38 | | 323 19 | | | 96 m. decrease. Br'ch; main route. \$67.54 () In Apr. 1881. | 195 |
| 43 61 | | | 8,126 85 | | 2,222 80 | | Oct. 1, '81 | 14.20 m. from May 23, 1881. In Oct., 1881. | 196 |
| | | | | | | | May 2, '81 | New | 197 |
| 53 87 | | | 863 94 | | 973 43 | | May 16, '81 | In Oct., 1881. New | 198 |
| 42 75 | | | 779 28 | | 663 90 | | July 1, '82 | .30 m. increase | 199 |
| 42 75 | | | 1,302 26 | | 1,186 31 | | July 1, '82 | 1.04 m. increase | 200 |
| | | | | | | | July 1, '82 | .06 m. decrease | 201 |
| | | | | | | | Nov. 25, '81 | Extension to Haunmann. Not weighed. .50 m. decrease. | 202 |
| 43 61 | | | 1,565 16 | | 1,490 56 | | July 1, '82 | .05 m. decrease | 203 |
| 42 75 | | | 5,768 94 | | 3,584 58 | | Apr. 1, '82 | 41.10 m. from Aug. 20, 1881. In Apr. 1882. | 204 |
| 42 75 | | | 741 02 | | 654 50 | | July 1, '82 | .74 m. increase | 205 |
| | | | | | | | Dec. 20, '80 | New. In Mar., 1882 | 206 |
| | | | | | | | Feb. 1, '81 | Branch; main route not weighed. In Apr. 1882. | 207 |
| 43 75 | | | 332 19 | | 357 81 | | July 1, '82 | 1.04 m. decrease | 208 |
| 43 75 | | | 2,255 90 | | 2,166 14 | | July 1, '82 | .07 m. increase | 209 |
| 42 75 | | | 632 22 | | 604 48 | | July 1, '81 | .08 m. increase. In July, 1881. | 210 |
| | | | | | | | Jan. 20, '81 | In Apr., 1882 | 211 |
| 47 88 | | | 951 44 | | 1,029 42 | | July 1, '82 | .10 m. decrease | 212 |
| 47 03 | | | 2,543 55 | | 2,695 29 | | July 1, '82 | .10 m. decrease | 213 |
| 42 75 | | | 1,565 16 | | 1,532 16 | | July 1, '82 | .05 m. increase | 214 |
| 42 75 | | | 6,521 87 | | 5,069 29 | | July 1, '82 | 30.97 m. from Jan 2, 1882; 18.47 m. extension to Miltonvale; not weighed. | 215 |
| | | | | | | | July 1, '81 | In Aug., 1881 | 216 |
| 42 75 | | | 2,699 89 | | 1,972 21 | | Apr. 1, '82 | 15.76 m. from Nov. 1, 1881. In Apr., 1882. | 217 |
| | | | | | | | Dec. 1, '81 | New | 218 |
| 47 88 | | | 1,199 27 | | 1,436 40 | | July 1, '82 | 2.50 m. decrease | 219 |
| | | | | | | | Feb. 8, '81 | New. In Jan., 1882 | 220 |
| | | | | | | | See dates. | 31.33 m. from Mar. 16, 1881; 12.06 m. from Feb. 15, 1882. In Mar., 1882. | 221 |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails whole distance per day. | Miles per hour. | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. |
|--------|--------|------------------|----------------------|-------------------------------------------|-----------------------------------------------|------------------|-------------------------------------------------|-----------------|--------------------------------------------------------------------|-----------------|--------------------------------------------|
| | | | | | | Miles. | Lbs. | | Feet and inches. | | Dolls. |
| 222 | Kan. | 33029 | ..... | Downs, Bull's City. | M. P. R. W. (Central Branch Division.) | 24.08 | 212 20 | | 28 by 8; no r. a. | 6 | 43 61 |
| 223 | Wash | 43009 | ..... | Wallula, Pend O'Orville. | N. P. R. R. | 218.69 | 341 20 | | no r. a. | 7 | 41 73 |
| 224 | Minn | 26020 | ..... | Worthington, Salem. | C., St. P., M., & O. R. W. | 101.79 | 209 20 | | 11.9 by 9.4, f. f., s. l., to Sioux Falls, 62.00 m.; no r. a. res. | 6 | 43 75 |
| 225 | N. Y. | 6021 | ..... | Rochester, Charlotte. | N. Y. C. & H. R. R. | 9.00 | 207 25 | | in b. c. | 17.50 | 43 75 |
| 226 | Va. | 11027 | ..... | Williamson's, Gleuwood. | R. & A. R. R. | 54.97 | 204 20 | | 11.4 by 8.10, f. f., s. l. | 6 | 43 75 |
| 227 | Tex. | 31630 | ..... | Dallas, Denton. | D. & W. R. W. | 37.85 | 201 18 | | 10.6 by 7.5, f. f., s. l. | 7 | 43 75 |
| 228 | Ill. | 23026 | ..... | Effingham, Switz City. | C., E., & Q. C. C. | 91.00 | 197 20 | | 10.6 by 7.4, f. f., s. l. | 6 | 43 75 |
| 229 | N. J. | 7026 | ..... | Sandy Hook, Pemberton Junction. | N. J. S. R. R. | 65.00 | 196 30 | | 8.3 by 6.9, f. f., s. l. | 6 | 43 75 |
| 230 | Mass | 3028 | ..... | South Framingham, Milford. | B. & A. R. R. | 18.31 | 191 21 | | in b. c. | 24 | 43 75 |
| 231 | Ill. | 23006 | ..... | Danville, West Liberty. | D., O., & O. R. R. R. | 101.11 | 186 20 | | no r. a. | 6 | 43 75 |
| 232 | Minn | 28034 | ..... | Morris, Brown's Valley. | St. P., M., & M. R. W. | 47.26 | 183 15 | | no r. a. | 6 | 43 75 |
| 233 | Ark. | 29004 | ..... | Trippe, Monticello. | L. R., M. R., & T. R. W. | 42.50 | 177 16 | | 14 by 7.3, f. f., s. l. | 6 | 43 75 |
| 234 | Iowa | 27030 | ..... | Centerville, Albia. | W., St. L., & P. R. W. | 27.87 | 173 30 | | 19 by 8.6, f. f., s. l. | 6 | 43 75 |
| 235 | Neb. | 34018 | ..... | Norfolk Junction (n. o.), Creighton. | F., E., & M. V. R. R. | 42.50 | 172 18 | | 10 by 7.6, f. f., s. l. | 6 | 43 75 |
| 236 | Mich | 24025 | ..... | Marquette Junction (n. o.), East Saginaw. | P. H. & N. R. W. | 79.80 | 166 23 | | 9.6 by 5.9, f. f., s. l. | 12 | 42 75 |
| 237 | Pa. | 8081 | ..... | Pittsburgh, West Brownsville. | Penn. R. R. | 54.62 | 161 21 | | 15 by 8.7, f. f., s. l. | 12 | 42 75 |
| 238 | Colo | 38016 | ..... | Gunnison, Crested Butte. | D. & R. G. R. W. | 28.40 | 161 15 | | 19 by 7.4; no r. a. | 7 | 42 75 |
| 239 | Wis | 25037 | ..... | Merillon, Neillsville. | C., St. P., M., & O. R. W. | 15.60 | 155 14 | | no r. a. | 12 | 42 75 |
| 240 | Neb. | 34017 | ..... | Lost Creek, Albion. | O., N., & B. H. R. R. | 34.22 | 154 | | 9 by 5, f. f., s. l. | 6 | 42 75 |
| 241 | M | 39004 | ..... | Thorne, El Paso. | A., T., & S. F. R. R. | 77.45 | 152 25 | | no r. a. | 7 | 43 75 |
| 242 | Wis | 25039 | ..... | Maze Manie, Prairie du Sac. | C., M., & St. P. R. W. | 10.23 | 148 12 | | no r. a. | 6 | 42 75 |
| 243 | Colo | 38013 | ..... | Leadville, Wheeler. | D. & R. G. R. W. | 24.50 | 144 15 | | no r. a. | 7 | 42 75 |
| 244 | Fla | 16008 | ..... | Volusia, Leesburgh. | St. J. & L. E. R. W. | 54.75 | 144 15 | | no apt.; no r. a. | 6 | 42 75 |
| 245 | Minn | 26029 | ..... | Lake Crystal, Elmore. | B. E. B. St. P. & S. C. R. R. | 43.54 | 142 20 | | 11.10 by 9.3, f. f., s. l. | 6 | 43 75 |

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

| Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Date of adjustment or readjustment. | Remarks. | Order. |
|-------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|--------|
| Dolls. | Dollars. | Dolls. | Dollars. | Dollars. | Dollars. | Dollars. | | | |
| 42 75 | | | 1,050 12 | | 1,297 46 | | July 1, '82 | 6.27 m. decrease: route curtailed to begin at Downs, from July 1, 1882. | 228 |
| | | | | | | | See dates | 170 m. from Sept. 20, 1881; 18 m. from Oct. 20, 1881; 30 m. from Dec. 1, 1881; 69 m. from Jan. 5, 1882. | 223 |
| 55 58 | | | 4,351 52 | | 3,181 88 | | Apr. 1, '82 | 38.7½ m. from Jan. 20, 1881. In Mar., 1882. | 224 |
| 46 17 | | | 384 75 | | 415 53 | | July 1, '81 | In Apr., 1881. | 225 |
| | | | | | | | See dates | 35.90 m. from Mar. 22, 1881; 19.67 m. from Apr. 15, 1881. In Sept., 1881. | 226 |
| | | | | | | | Sept. 1, '81 | New | 227 |
| | | | | | | | Mar. 1, '81 | In Sept., 1881. New | 228 |
| 63 29 | | | 2,778 75 | | 4,118 85 | | July 1, '81 | Main route. In Apr., 1881. | 229 |
| 45 31½ | | | 526 25 | | 567 37 | | July 1, '81 | .01 m. increase. In Apr., 1881. | 230 |
| | | | | | | | See dates | 51.63 m. from Oct. 1, 1881; 49.48 m. from Mar. 25, 1882. In Apr., 1882. | 231 |
| | | | | | | | Apr. 1, '81 | In May, 1882. New | 232 |
| | | | | | | | July 1, '81 | In Oct., 1881. New | 233 |
| | | | | | | | See dates | 16.70 m. from Sept. 1, 1880; 11.17 m. from Mar. 26, 1881. In Oct., 1881. | 234 |
| | | | | | | | Sept. 1, '81 | In Apr., 1882. New | 235 |
| | | | | | | | See dates | 23.56 m. from Mar. 1, 1881; 13.91 m. from Nov. 1, 1881; 17.53 m. from Dec. 20, 1881; 19.60 m. from Mar. 20, 1882. In Apr., 1882. | 236 |
| | | | | | | | July 1, '81 | Pay fixed on 23 32 m. extension to West Brownsville. Weight taken on extension only. In Mar. and Apr., 1882. | 237 |
| | | | | | | | Jan. 2, '82 | .33 m. increase. New | 238 |
| | | | | | | | Sept. 1, '81 | In Apr., 1882. New | 239 |
| | | | | | | | Apr. 15, '81 | New | 240 |
| | | | | | | | See dates | 33.85 m. from July 1, 1881; 43.46 m. from Nov. 1, 1881. 14 m. increase. In Apr., 1882. New | 241 |
| | | | | | | | Feb. 10, '82 | New | 242 |
| | | | | | | | See dates | 18.75 m. from Aug. 16, 1881. 5.75 m. from Mar. 16, 1882. New | 243 |
| | | | | | | | Feb. 8, '81 | In Oct., 1881. New | 244 |
| | | | | | | | Nov 17, '79 | Extension to Elmore. Not weighed. In Jan., 1881. | 245 |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails whole distance per day. | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. |
|--------|--------|------------------|----------------------|----------------------------|------------------------------------------------|------------------|-------------------------------------------------|--------------------------------------|-----------------|--------------------------------------------|
| | | | | | | Miles. | Lbs. | Feet and inches. | | Dolls. |
| 246 | Iowa | 27063 | ..... | Avoca, Carson | C. R. I. & P. R. R. | 17.61 | 136 12 | no r. a. | 6 | 42 75 |
| 247 | Dak. | 35010 | ..... | Huron, Ordway | C. & N. R. W. | 91.55 | 136 10 | no r. a. | 6 | 42 75 |
| 248 | Colo. | 38009 | ..... | Poncho Springs, Maysville. | D. & R. G. R. W. | 7.28 | 135 15 | no r. a. | 7 | 42 75 |
| 249 | Mo. | 28042 | ..... | Sedalia, Warsaw | S. W. & S. R. W. | 42.00 | 132 14 | in b. o. | 6 | 42 75 |
| 250 | Pa. | 8070 | ..... | Rockwood, Johnstown. | S. & C. R. R. | 45.37 | 128 19 | 12 by 8, f. f., a. l. | 6 | 42 75 |
| 251 | Iowa | 27062 | ..... | Mt. Zion, Keosauqua. | C. R. I. & P. R. W. | 5.02 | 127 15 | no r. a. | 12 | 42 75 |
| 252 | Iowa | 27071 | ..... | Carroll City, Kirkman. | C. R. I. & P. R. W. | 34.99 | 123 17 | no r. a. | 6 | 42 75 |
| 253 | Ind. | 22039 | ..... | Fort Branch, Cynthiana. | E. & T. H. R. R. | 14.70 | 122 .. | no apt. | 12 | 42 75 |
| 254 | Mich | 24050 | ..... | Buchanan, Berrien Springs. | St. J. V. R. R. | 11.03 | 116 15 | no r. a. | 12 | 42 75 |
| 255 | Tex. | 31031 | ..... | Dallas, Kaufman. | T. T. R. W. | 36.25 | 114 18 | no apt.; no r. a. | 6 | 42 75 |
| 256 | Tex. | 31014 | ..... | Columbus, La Grange. | G., H. & S. A. R. W. | 31.61 | 111 23 | in b. o. | 6 | 42 75 |
| 257 | N. J. | 7026 | ..... | Manchester, Barnegat. | N. J. S. R. R. | 22.42 | 114 25 | in b. o. | 11.81* | 42 75 |
| 258 | Ohio | 21065 | ..... | Delphos, Kokomo. | T., D. & B. R. R. | 108.53 | 106 23 | 5.3 by 5, f. f., a. l. | 6 | 42 75 |
| 259 | Colo. | 35018 | ..... | Malta, Red Cliff | D. & R. G. R. W. | 27.00 | 106 15 | no r. a. | 7 | 42 75 |
| 260 | Ga. | 15033 | ..... | Talbotton, Bostick. | T. R. R. | 7.20 | 104 15 | no r. a. | 14 | 42 75 |
| 261 | Tex. | 31029 | ..... | Beaumont, Woodville. | S. & E. T. R. W. | 55.75 | 102 14 | 7.6 by 6, f. f., a. l. | 6 | 42 75 |
| 262 | Iowa | 27059 | ..... | Menlo, Guthrie Centre. | C. R. I. & P. R. R. | 14.78 | 100 15 | no r. a. | 12 | 42 75 |
| 263 | Dak. | 35004 | ..... | Grand Forks, Larimore. | St. P., M. & M. R. W. | 28.12 | 92 15 | no r. a. | 6 | 42 75 |
| 264 | Dak. | 35008 | ..... | Egan, Howard | C. M. & St. P. R. W. | 46.43 | 91 18 | no r. a. | 6 | 42 75 |
| 265 | Iowa | 27068 | ..... | Newburgh, State Centre. | G. & M. R. R. | 26.88 | 91 14 | no r. a. | 6 | 42 75 |
| 266 | Ill. | 23068 | ..... | Peoria, Farmington. | P. & F. R. W. | 24.85 | 90 12 | no r. a. | 12 | 42 75 |
| 267 | Ky. | 20026 | ..... | Shelbyville, Taylorsville. | L. & N. R. R. | 16.13 | 89 15 | 8.4 by 7.10, f. f., a. l. | 12 | 42 75 |
| 268 | Dak. | 35003 | ..... | Breckenridge, Durbin. | St. P., M. & M. R. W. | 47.98 | 87 15 | 17.10 by 8.9 f. f., a. l. | 6 | 42 75 |
| 269 | Minn | 26038 | ..... | Minneapolis, Winthrop. | M. & St. L. R. W. | 71.10 | 86 11 | 7.4 by 7, f. f., a. l. | 6 | 42 75 |
| 270 | N. M. | 39005 | ..... | Deming, El Paso | C. P. R. R. Co., leasee S. P. R. R. of N. Mex. | 88.72 | 85 .. | ..... | 7 | 42 75 |
| 271 | Tenn | 19016 | ..... | Dickson, Graham. | N. & T. R. R. | 21 | 83 .. | no apt. | 6 | 42 75 |
| 272 | Minn | 26030 | ..... | Luverne, Doon | C. St. P., M. & O. R. W. | 28.95 | 81 .. | no r. a. | 6 | 42 75 |
| 273 | Iowa | 27067 | ..... | Humeston, Grand River. | H. & S. R. R. | 28.92 | 76 10 | no r. a. | 6 | 42 75 |
| 274 | Ga. | 15032 | ..... | Suwanee, Lawrenceville. | L. Br. R. R. | 9.9 | 75 15 | in b. o. | 6 | 42 75 |
| 275 | N. Y. | 6100 | ..... | Valley Stream, Oceanus. | L. I. R. R. | 8.50 | 74 23 | in b. o. | 12 | 42 75 |
| 276 | Pa. | 8058 | ..... | Jeddo, Freeland | L. V. R. R. | 3.24 | 73 25 | in b. o. | 12 | 42 75 |
| 277 | Iowa | 27054 | ..... | Atlantic, Griswold. | C. R. I. & P. R. W. | 14.88 | 72 15 | no r. a. | 12 | 42 75 |

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

| Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Date of adjustment or readjustment. | Remarks. | Order. |
|-------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------|--------------------------------------------------------------------------------|--------|
| Dolla. | Dollars. | Dolla. | Dollars. | Dollars. | Dollars. | Dollars. | | | |
| | | | | | | | Dec. 20, '80 | In Feb., 1882. New ... | 246 |
| | | | | | | | See dates | 40.87 m. from Sept. 1, 1881. 50.68 m. from Nov. 10, 1881. New. | 247 |
| | | | | | | | July 11, '81 | Curtailed to begin at Poncho Springs from July 1, 1882. 5.22 m. decrease. New. | 248 |
| | | | | | | | Nov. 22, '82 | In Sept., 1881. New.... | 249 |
| | | | | | | | May 9, '81 | Pay fixed only on 35.90 m. In Dec., 1881. | 250 |
| | | | | | | | Nov. 15, '80 | In Feb., 1881. New ... | 251 |
| | | | | | | | Feb. 1, '82 | In Apr., 1882. New ... | 252 |
| | | | | | | | Dec. 1, '81 | In Mar., 1882. New ... | 253 |
| | | | | | | | Mar. 1, '82 | In Apr., 1882. New ... | 254 |
| | | | | | | | Sept. 26, '81 | New..... | 255 |
| | | | | | | | May 9, '81 | In Oct., 1881. New.... | 256 |
| 48 72½ | | | 958 45 | | 969 32 | | July 1, '81 | 2.12 m. from Oct. 15, 1879. Branch. In Apr. 1-81. | 257 |
| | | | | | | | July 1, '81 | 26.95 m. from Aug. 10, 1881. In Aug., 1881. | 258 |
| | | | | | | | Jan. 16, '82 | Route curtailed to begin at Malta from Mar. 1, 1882. New. | 259 |
| | | | | | | | May 23, '81 | In Oct., 1881. New.... | 260 |
| | | | | | | | Aug. 15, '81 | New ... | 261 |
| | | | | | | | Aug. 16, '80 | In Feb., 1881. New ... | 262 |
| | | | | | | | Apr. 1, '81 | 17.02 m. from Mar. 1, 1882. In Mar., 1882. | 263 |
| | | | | | | | See dates | 24.81 m. from July 1, 1881. 21.67 m. from June 10, 1882. .05 m. decrease. | 264 |
| | | | | | | | Sept. 15, '81 | In Apr., 1881. New ... | 265 |
| | | | | | | | Dec. 20, '81 | In Apr., 1882. New ... | 266 |
| | | | | | | | Mar. 1, '81 | In Oct., 1881. New.... | 267 |
| | | | | | | | Apr. 1, '81 | .11 m. increase. In May, 1882. New. | 268 |
| | | | | | | | Feb. 1, '82 | In Apr., 1882. New ... | 269 |
| | | | | | | | Aug. 15, '81 | New..... | 270 |
| | | | | | | | Mar. 1, '80 | In October, 1881. New.. | 271 |
| | | | | | | | Nov. 17, '79 | In October, 1881. New.. | 272 |
| | | | | | | | See dates | 18 51 m. from Sept. 1, 1881; 10.41 m. from Dec. 1, 1881. In April, 1882. | 273 |
| | | | | | | | Mar. 16, '81 | In October, 1881. New.. | 274 |
| 28 47½ | | | 268 37 | | 327 04 | | July 1, '81 | Combined weighings of Apr. and Aug., 1881. | 275 |
| | | | | | | | July 1, '81 | New..... | 276 |
| | | | | | | | Mar. 10, '80 | 9.34 m. from Mar. 10, 1880; 5.54 m. from Oct. 18, 1880. In Feb., 1881. New. | 277 |

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

| Order. | State. | Number of route. | New number of route. | Termini. | Corporate title of company carrying the mail. | Length of route. | Average weight of mails whole distance per day. | Miles per hour. | Size, &c., of mail-car or apartment. | Trips per week. | Pay per mile per annum for transportation. |
|--------|--------|------------------|----------------------|-------------------------------------|-----------------------------------------------|------------------|-------------------------------------------------|-----------------|--------------------------------------|-----------------|--------------------------------------------|
| | | | | | | <i>Miles.</i> | <i>Lbs.</i> | | <i>Feet and inches.</i> | | <i>Dolls.</i> |
| 278 | Wis. | 25018 | | Eland, Summit Lake. | M., L. S. & W. R. R. | 37.77 | 71 20 | | no r. a. | 6 | 42.75 |
| 279 | Ga. | 15035 | | Roswell Junction (n. o.), Roswell. | R. R. R. | 11 | 66 15 | | no apt. | 6 | 42.75 |
| 280 | Cal. | 46023 | | Black Diamond, Nortonville. | B. D. C. M. Co. | 6.26 | 65 15 | | no r. a. | 15.57* | 42.75 |
| 281 | Mass | 3048 | | Yarmouth Junction (n. o.), Hyannis. | O. C. R. R. | 3.36 | 65 21 | | in b. c. | 12 | 42.75 |
| 282 | Ill. | 23067 | | Havana, Fairview. | F. C. N. G. R. W. | 29.69 | 65 12 | | in b. c. | 6 | 42.75 |
| 283 | Cal. | 46007 | | Woodland, Grafton. | C. P. R. R. | 9.84 | 64 22 | | no r. a. | 6 | 42.75 |
| 284 | Ark | 29008 | | Helena, Marianna. | Iron M. & H. R. R. | 27.15 | 63 13 | | no r. a. | 6 | 42.75 |
| 285 | Cal. | 46027 | | Fulton, Gurneville. | San F. & N. P. R. R. | 16.09 | 63 12 | | no r. a. | 6 | 42.75 |
| 286 | Pa. | 8063 | | Belleville, Snow Shoe. | Penn. R. R. | 22.25 | 62 12 | | in b. c. | 12 | 42.75 |
| 287 | Pa. | 8079 | | Wilkesbarre, Scranton. | Cent. R. R. of N. J. | 19.85 | 59 25 | | in b. c. | 6 | 42.75 |
| 288 | Miss | 18011 | | Greenville, Arcadia. | G. C. & B. R. R. | 23.38 | 59 12 | | in b. c. | 6 | 42.75 |
| 289 | Pa. | 8130 | | Daguerstown, Daguer Mines. | N. M. & E. Co. | 6.01 | 57 12 | | in b. c. | 6 | 42.75 |
| 290 | Mich | 24046 | | Mears, Hart. | C. & W. M. R. W. | 3.91 | 55 10 | | in b. c. | 6 | 42.75 |
| 291 | Iowa | 27064 | | Fort Madison, West Point. | Fort M. & N. R. W. | 11.74 | 54 15 | | in b. c. | 6 | 42.75 |
| 292 | Mass | 3006 | | Franklin, Valley Falls. | N. Y. & N. E. R. R. | 14.4 | 51 14 | | in b. c. | 9.65* | 42.75 |
| 293 | Minn | 26036 | | Junction, Cloquet. | St. P. & D. R. R. | 6.08 | 40 | | no r. a. | 6 | 42.75 |
| 294 | Utah | 41009 | | Provo City, Scofield. | D. & R. G. R. W. | 59.30 | 38 10 | | no r. a. | 6 | 42.75 |
| 295 | Tex | 31020 | | Honston, Paterson Station. | Tex. W. R. W. | 41 | 32 12 | | no apt. | 6 | 42.75 |
| 296 | Wis. | 25036 | | Janesville, Beloit. | C. M. & St. P. R. W. | 15.96 | 29 22 | | no r. a. | 6 | 42.75 |
| 297 | Pa. | 8063 | | Connellsville, Uniontown. | B. & O. R. R. | 57 | 20 | | in b. c. | 12 | 42.75 |
| 298 | Mass | 3013 | | Georgetown, Haverhill. | B. & M. R. R. | 7.76 | 27 17 | | in b. c. | 12 | 38.48 |
| 299 | N.M. | 39003 | | New Albuquerque, Winslow. | A. & P. R. R. | 288.02 | 185 18 | | 14 by 9.1 f. f.; no r. a. | 6 | 34.20 |
| 300 | Cal. | 46028 | | Huron, Goshen (n. o.). | S. P. R. R. | 40.10 | 84 | | no r. a. | 7 | 34.20 |
| 301 | Cal. | 46036 | | San Anselmo (n. o.), Saucelito. | N. P. C. R. R. | 11.22 | 11 16 | | no r. a. | 6 | 34.20 |
| 302 | Tex. | 31008 | | Honston, Columbia. | I. & G. N. R. R. | 51.25 | 158 7 | | no apt. | 3 | 29.93 |
| 303 | La. | 30005 | | Port Allen, Musson. | B. R., G. T. & O. R. R. | 22.08 | 22 12 | | no apt. | 3 | 29.93 |
| 304 | Dak. | 35009 | | Millbank, Wilmot. | C. M. & St. P. R. W. | 17.03 | 19 14 | | no r. a. | 3 | 29.93 |
| 305 | Ala. | 17018 | | Boyd's Switch, Menlo. | B. C. & R. R. Co. | 7.11 | 12 | | no r. a. | 12 | 25.65 |
| 306 | Miss | 18012 | | Vicksburg, Natchez. | M. V. & S. I. R. R. | 20 | 8 15 | | no r. a. | 3 | 17.10 |
| 307 | Iowa | 27017 | | Cameron, Kansas City. | C. R. I. & P. R. R. | 55.78 | 588 25 | | 22.6 by 9.2; no r. a. | 13 | 5.99 |

Total

Increase over former amount of pay by readjustment

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

| Pay per mile per annum for r. p. o. cars. | Former pay per mile per annum for transportation. | Former pay per mile per annum for r. p. o. cars. | Amount of annual pay for transportation. | Amount of annual pay for r. p. o. cars. | Former amount of annual pay for transportation. | Former amount of annual pay for r. p. o. cars. | Date of adjustment or readjustment. | Remarks. | Order. |
|-------------------------------------------|---------------------------------------------------|--------------------------------------------------|------------------------------------------|-----------------------------------------|-------------------------------------------------|------------------------------------------------|-------------------------------------|----------------------------------------------------------------------------------------------------------|--------|
| Dolls. | Dollars. | Dolls. | Dollars. | Dollars. | Dollars. | Dolls. | | | |
| | | | | | | | Apr. 20, '81 | 9.49 m. from Sept. 1, 1881; 17.10 m. from Mar. 20, 1882. Branch; main route not weighed. In April, 1882. | 278 |
| | | | | | | | Sept. 1, '81 | In March, 1881. New | 279 |
| | | | | | | | May 10, '81 | New | 280 |
| | | | | | | | July 1, '81 | Formerly part of route 3041. In April, 1881. | 281 |
| | | | | | | | Nov. 1, '80 | In Feb., 1881. New | 282 |
| 45 32 | | | 420 66 | | 414 42 | | July 1, '82 | .70 m. increase | 283 |
| | | | | | | | July 25, '81 | In October, 1881. New | 284 |
| 38 48 | | | 687 84 | | 619 14 | | July 1, '82 | | 285 |
| | | | | | | | Aug. 15, '81 | In March and April, 1882. New. | 286 |
| | | | | | | | May 16, '81 | New | 287 |
| | | | | | | | Mar. 28, '81 | In October, 1881. New | 288 |
| 34 20 | | | 256 92 | | 205 54 | | Jan. 1, '82 | In January, 1882 | 289 |
| | | | | | | | Jan. 1, '81 | In Sept., 1881. New | 290 |
| | | | | | | | Jan. 20, '81 | In Sept., 1881. New | 291 |
| | | | | | | | May 2, '81 | In Dec., 1881. New | 292 |
| | | | | | | | Apr. 1, '81 | In April, 1882. New | 293 |
| | | | | | | | Nov. 1, '81 | New | 294 |
| 29 92 | | | 1,752 75 | | 1,226 72 | | July 1, '82 | | 295 |
| | | | | | | | Mar. 1, '81 | In April, 1882. New | 296 |
| 51 30 | | | 554 80 | | 600 21 | | July 1, '81 | In April, 1882. Branch. | 297 |
| 34 20 | | | 208 60 | | 254 79 | | July 1, '81 | In April, 1881. .31 m. increase. | 298 |
| | | | | | | | Mar. 24, '81 | 138.82 m. from Dec. 10, 1881. 2 m. decrease. | 299 |
| | | | | | | | July 1, '82 | Formerly part of route 46014. | 300 |
| 42 75 | | | 883 72 | | 479 65 | | July 1, '82 | Formerly branch of route 46016. | 301 |
| 27 30 | | | 1,533 91 | | 1,888 52 | | July 1, '82 | .50 m. increase | 302 |
| 25 65 | | | 600 85 | | 566 36 | | July 1, '82 | 6 trips in winter | 303 |
| | | | | | | | Aug. 16, '81 | .06 m. increase. New | 304 |
| | | | | | | | July 18, '81 | In October, 1881. New | 305 |
| | | | | | | | July 1, '81 | In October, 1881. New | 306 |
| | | | | | | | Feb. 15, '82 | In May, 1882. Branch; main route, \$111.15. | 307 |
| | | | 4,850,230 22 | | 4,049,460 22 | | | | |
| | | | | | 808,770 00 | | | | |
| | | | 4,850,230 22 | | 4,850,230 22 | | | | |

Index to Table G.

| Title. | Order. | Number of route. | New number of route. | Title. | Order. | Number of route. | New number of route. |
|---------------------------------------------------------------------|--------|------------------|----------------------|---------------------------------------------------------------------|--------|------------------|----------------------|
| Atlantic and Pacific R. R. | 373 | 39003 | | Chicago, Milwaukee and Saint Paul Railway | 72 | 26037 | |
| Amador Branch Railway | 162 | 40023 | | Do. | 89 | 35007 | |
| Annapolis and Elk Ridge R. R. | 127 | 10007 | | Do. | 116 | 35001 | |
| Atchison, Topeka & Santa Fé R. R. | 43 | 38006 | | Do. | 274 | 25039 | |
| Do. | 100 | 38006 | | Do. | 318 | 35008 | |
| Do. | 105 | 39001 | | Do. | 148 | 35002 | |
| Do. | 112 | 33011 | | Do. | 157 | 29010 | |
| Do. | 121 | 33030 | 33037 | Do. | 201 | 26009 | |
| Do. | 125 | 39001 | | Do. | 205 | 23054 | |
| Do. | 192 | 33030 | | Do. | 220 | 27034 | |
| Do. | 203 | 33023 | | Do. | 185 | 27004 | |
| Do. | 222 | 33017 | | Do. | 366 | 25036 | |
| Do. | 270 | 39004 | | Do. | 379 | 35009 | |
| Baltimore and Ohio R. R. | 17 | 10003 | | Chicago, R. Island & Pacific R. R. | 78 | 27017 | |
| Do. | 22 | 12002 | | Do. | 2-1 | 27063 | |
| Do. | 170 | 8003 | | Do. | 295 | 27062 | |
| Do. | 342 | 8003 | | Do. | 311 | 27059 | |
| Belmont Coal and Railroad Company | 368 | 17018 | | Do. | 335 | 27054 | |
| Baton Rouge, Grosse Tete and Opelousas R. R. | 381 | 30005 | | Chicago and Northwestern Railway | 97 | 25038 | |
| Bennington and Rutland R. R. | 58 | 1006 | | Do. | 206 | 27052 | |
| Do. | 64 | 2015 | | Do. | 282 | 35010 | |
| Black Diamond Coal Mining Company | 339 | 46033 | | Do. | 296 | 27071 | |
| Blue Earth Branch of the Saint Paul and Sioux City R. R. | 278 | 26029 | | Chicago, Saint Paul, Minneapolis and Omaha Railway | 152 | 26020 | |
| Boston and Albany R. R. | 10 | 3025 | | Do. | 171 | 34003 | |
| Do. | 149 | 3028 | | Do. | 196 | 34003 | |
| Boston and Providence R. R. | 16 | 3025 | | Do. | 230 | 25028 | |
| Boston & New York Air Line R. R. | 38 | 5014 | | Do. | 268 | 25037 | |
| Do. | 304 | 5020 | | Do. | 279 | 26029 | |
| Boston, Concord & Montreal R. R. | 48 | 1005 | | Do. | 301 | 34079 | |
| Do. | 92 | 1005 | | Do. | 330 | 26030 | |
| Do. | 175 | 1007 | | Chicago, Burlington & Quincy R. R. | 225 | 27061 | |
| Boston and Maine R. R. | 257 | 3014 | | Chicago and Block Coal R. R. Co. | 348 | 22031 | |
| Do. | 376 | 3013 | | Chicago and West Michigan Railway | 353 | 24046 | |
| Boston and Lowell Railroad Corporation | 294 | 3017 | | Cincinnati, New Orleans and Texas Pacific Railway | 106 | 20020 | |
| Burlington, Cedar Rapids and Northern Railway | 150 | 27003 | | Cincinnati, Edgingham and Quincy Construction Company | 244 | 23026 | |
| Burlington & Missouri River R. R. | 115 | 33012 | | Cincinnati and Portsmouth R. R. | 207 | 21080 | |
| California Pacific R. R. | 98 | 46006 | | Clinton and Port Hudson R. R. (T. B. Lyons and D. W. Pipes, owners) | 347 | 30006 | |
| Do. | 118 | 46008 | | Columbus and Rome R. R. | 336 | 15024 | |
| Do. | 202 | 46007 | | Colorado Central R. R. | 51 | 38017 | |
| Carbondale Branch of the Kansas Pacific Railway | 344 | 33014 | | Cotton Plant Railway | 346 | 29006 | |
| Cape Girardeau Railway | 211 | 28045 | | Cumberland Valley R. R. | 102 | 8030 | |
| Carson and Colorado R. R. | 150 | 45004 | | Do. | 254 | 8071 | |
| Central Pacific R. R. | 14 | 46001 | | Do. | 287 | 8000 | |
| Do. | 32 | 46010 | | Do. | 345 | 8071 | |
| Central Pacific R. R. (lessee San Pablo R. R.) | 37 | 46032 | | Dallas and Wichita Railway | 243 | 31030 | |
| Central Pacific R. R. (lessee Southern Pacific R. R. of Arizona) | 39 | 40001 | | Danville, Olney and Ohio River R. R. | 248 | 23006 | |
| Central Pacific R. R. | 59 | 46028 | | Denver Pacific Railway and Telegraph Company | 84 | 38007 | |
| Central Pacific R. R. (lessee Los Angeles and San Diego R. R.) | 138 | 46017 | | Denver and Boulder Valley R. R. | 229 | 28002 | |
| Central Pacific R. R. (lessee Berkeley Branch R. R.) | 315 | 46024 | | Denver and Rio Grande Railway | 49 | 38019 | |
| Central Pacific R. R. (lessee Southern Pacific R. R. of New Mexico) | 328 | 39005 | | Do. | 56 | 38001 | |
| Central Pacific R. R. (lessee Northern Railway) | 154 | 46022 | | Do. | 75 | 38012 | |
| Central Pacific R. R. | 161 | 45004 | | Do. | 142 | 38002 | |
| Central Vermont R. R. | 35 | 2002 | | Do. | 167 | 38011 | |
| Do. | 53 | 2001 | | Do. | 194 | 38015 | |
| Do. | 128 | 2016 | | Do. | 286 | 38016 | |
| Central Texas and Northwestern Railway | 181 | 31021 | | Do. | 276 | 38013 | |
| Central Vermont R. R. | 260 | 2002 | | Do. | 283 | 38009 | |
| Central Railroad of New Jersey | 350 | 8079 | | Do. | 306 | 38018 | |
| Chester and Chester R. R. | 271 | 14013 | | Denver and Rio Grande Western Railway | 352 | 41004 | |
| Chester & Lenoir Nar. Gauge R. R. | 208 | 14007 | | Do. | 364 | 41009 | |
| Champlain and St. Lawrence R. R. | 99 | 6066 | | Do. | 366 | 41006 | |
| Chattahoochee Railway | 212 | 20027 | | Eastern R. R. | 362 | 3010 | |
| Chicago, Saint Louis and New Orleans R. R. | 30 | 18001 | | Echo and Park City R. R. | 186 | 41008 | |
| Do. | 40 | 30001 | | Elizabeth City and Norfolk R. R. | 130 | 11026 | |
| | | | | Eureka and Palisade R. R. | 144 | 43002 | |
| | | | | Evansville and Terre Haute R. R. | 297 | 22039 | |
| | | | | Fernandina and Jacksonville R. R. | 122 | 16006 | |
| | | | | Fitchburg R. R. | 20 | 3021 | |
| | | | | Do. | 21 | 3022 | |

Index to Table G—Continued.

| Title. | Order. | Number of route. | New number of route. | Title. | Order. | Number of route. | New number of route. |
|----------------------------------------------------|--------|------------------|----------------------|-------------------------------------------------------------|--------|------------------|----------------------|
| Flint and Pere Marquette R. R. | 182 | 24049 | | Lehigh Valley R. R. | 333 | 8058 | |
| Do. | 219 | 24045 | | Do. | 76 | 7018 | |
| Freehold and New York Railway | 233 | 7043 | | Little Rock, Mississippi River and Texas Railway | 134 | 29007 | |
| Frement, Elkhorn and Missouri Valley R. R. | 145 | 34010 | | Do. | 255 | 29004 | |
| Do. | 261 | 34018 | | Little Rock and Fort Smith Railway | 143 | 29003 | |
| Fort Madison and Northwestern Railway | 354 | 27064 | | Long Island R. R. | 93 | 6045 | |
| Fulton County Narrow Gauge Railway | 341 | 23067 | | Do. | 141 | 6046 | |
| Galveston, Houston and Henderson R. R. | 33 | 31001 | | Do. | 169 | 6083 | |
| Galveston, Harrisburgh and San Antonio Railway | 47 | 31002 | | Do. | 221 | 6084 | |
| Do. | 291 | 31014 | | Do. | 372 | 6100 | |
| Do. | 303 | 31014 | | Do. | 247 | 6044 | |
| Grand Trunk Railway | 808 | 21 | | Do. | 280 | 6-45 | |
| Grand Gulf and Port Gibson R. R. | 261 | 18006 | | Do. | 286 | 6084 | |
| Greenville, Columbus and Birmingham R. R. | 351 | 18011 | | Do. | 372 | 6100 | |
| Grinnell and Montezuma R. R. | 319 | 27066 | | Do. | 313 | 6045 | |
| Gulf, Colorado and Santa Fé Railway | 124 | 31033 | | Louisiana Western R. R. | 81 | 30010 | |
| Do. | 132 | 31027 | | Louisville and Nashville R. R. | 323 | 20026 | |
| Do. | 200 | 31027 | | Los Angeles & Independence R. R. | 360 | 46020 | |
| Gulf, Western Texas and Pacific Railway | 207 | 31019 | | Morgan's Louisiana and Texas Railroad and Steamship Company | 80 | 30003 | |
| Helena and Iron Mountain R. R. | 275 | 29008 | | Do. | 252 | 30009 | |
| Hot Springs R. R. | 158 | 29005 | | Do. | 305 | 30004 | |
| Houston and Texas Central R. R. | 48 | 31003 | | Milwaukee, Lake Shore and Western R. R. | 337 | 25018 | |
| Do. | 119 | 31004 | | Mississippi Valley and Ship Island R. R. | 382 | 18012 | |
| Do. | 135 | 31005 | | Maine Central R. R. | 83 | 3 | |
| Houston, East and West Texas Railway | 241 | 31023 | | Manhattan, Alma and Burlingame Railway | 195 | 33030c 33033 | |
| Do. | 265 | 31023 | | Memphis and Little Rock R. R. | 73 | 29001 | |
| Humeston and Shenandoah R. R. | 331 | 27067 | | Michigan Air Line Railway | 298 | 24033 | |
| International & G't Northern R. R. | 34 | 31006 | | Minneapolis and Saint Louis Railway | 111 | 26021 | |
| Do. | 42 | 31007 | | Do. | 327 | 26038 | |
| Do. | 86 | 31007 | | Missouri Pacific Railway (Central Branch Division) | 60 | 33003 | |
| Do. | 136 | 31026 | | Do. | 65 | 33022 | |
| Do. | 213 | 31006 31032 | | Do. | 82 | 33021 | |
| Do. | 228 | 31015 | | Do. | 88 | 33026 | |
| Do. | 273 | 31006 31034 | | Missouri Pacific Railway | 114 | 28010 | |
| Do. | 340 | 31008 | | Do. | 156 | 33009 | |
| Iron Mountain and Helena R. R. | 343 | 29008 | | Do. | 173 | 31022 | |
| Junction City & Ft Kearney R. R. | 133 | 33015 | | Do. | 187 | 33030c 33038 | |
| Joplin R. R. | 272 | 33020 | | Do. | 215 | 31017 | |
| Kansas City, Lawrence and Southern Kansas R. R. | 57 | 33006 | | Do. | 216 | 31017 | |
| Do. | 96 | 33005 | | Do. | 218 | 33030c 33031 | |
| Do. | 109 | 33004 | | Missouri Pacific Railway (Central Branch Division) | 209 | 33030c 33032 | |
| Do. | 123 | 33019 | | Do. | 21 | 33029 | |
| Do. | 235 | 33030c 33035 | | Do. | 284 | 33027 | |
| Kansas City, Ft Scott & Gulf R. R. | 61 | 33008 | | Monterey R. R. | 322 | 46030 | |
| Do. | 147 | 28036 | | Nashville and Tuscaloosa R. R. | 329 | 19016 | |
| Do. | 246 | 23024 | | New York Central and Hudson River R. R. | 2 | 6011 | |
| Do. | 258 | 33024 | | Do. | 28 | 6106 | |
| Do. | 292 | 28411 | | Do. | 31a | 6013 | |
| Do. | 236 | 33013 | | Do. | 36 | 6018 | |
| Kansas Central R. R. | 198 | 28044 | | Do. | 66 | 6012 | |
| Kansas City, Saint Joseph and Council Bluffs R. R. | 62 | 20002 | | Do. | 77 | 6022 | |
| Kentucky Central R. R. | 177 | 10012 | | Do. | 91 | 6016 | |
| Kent County and Smyrna and Delaware Bay R. R. | 178 | 10012 | | Do. | 183 | 6019 | |
| Do. | 179 | 10012 | | Do. | 199 | 6021 | |
| Do. | 85 | 15 | | Do. | 226 | 6015 | |
| Knox and Lincoln R. R. | 4 | 6052 | | Do. | 245 | 6014 | |
| Lake Shore and Michigan Southern Railway. | 5 | 6052 | | Do. | 312 | 6-23 | |
| Do. | 6 | 6052 | | Do. | 356 | 6020 | |
| Do. | 7 | 6052 | | New York, New Haven and Hartford R. R. | 31 | 6109 | |
| Do. | 8 | 6052 | | Do. | 5a | 5005 | |
| Do. | 9 | 6052 | | Do. | 14a | 5004 | |
| Do. | 11 | 6052 | | New York, Providence and Boston R. R. | 15 | 4002 | |
| Do. | 13 | 6052 | | New York, Lake Erie and Western R. R. | 24 | 3034 | |
| Lawrenceville Branch R. R. | 332 | 15033 | | Do. | 29 | 6008 | |
| Lehigh Valley R. R. | 45 | 8010 | | | | | |

Index to Table G—Continued.

| Title. | Order. | Number of route. | New number of route. | Title. | Order. | Number of route. | New number of route. |
|-------------------------------------|--------|------------------|----------------------|-----------------------------------|--------|------------------|----------------------|
| New York and New England R. R. | 24 | 3034 | | Saint Paul, Minneapolis and Man- | | | |
| Do. | 44 | 5007 | | itoba Railway | 137 | 26035 | |
| Do. | 377 | 3006 | | Do. | 151 | 25011a 35011 | |
| New Jersey Southern R. R. | 131 | 7026 | | Do. | 251 | 26034 | |
| Do. | 184 | 7026 | | Do. | 317 | 35004 | |
| Do. | 258 | 7026 | | Do. | 325 | 35003 | |
| New Orleans Pacific Railway | 217 | 30002 | | Saint Joseph and Western R. R. | 113 | 33007 | |
| Nevada County Narrow Gauge | | | | Saint Joseph Valley R. R. | 299 | 24050 | |
| R. R. | 176 | 46019 | | Saint Paul and Duluth R. R. | 204 | 26033 | |
| Nevada Central Railway | 249 | 45003 | | Do. | 363 | 26036 | |
| N. D. Rideout, purchaser California | | | | Salina and Southwestern Rail- | | | |
| North Pacific R. R. | 188 | 46009 | | way | 263 | 38028 | |
| North Pacific R. R. | 223 | 43009 | | Sandy River R. R. | 269 | 20 | |
| North Pacific R. R. (Pacific | | | | San Francisco and North Pacific | | | |
| Division) | 172 | 43001 | | R. R. | 370 | 46027 | |
| North Pacific Coast R. R. | 166 | 46016 | | Do. | 107 | 46011 | |
| Do. | 369 | 46036 | | Santa Cruz R. R. | 326 | 46021 | |
| Northwestern Mining and Ex- | | | | Savannah, Florida and Western | | | |
| change Company | 375 | 8130 | | Railway | 41 | 15609 | |
| Old Colony R. R. | 53 | 3038 | | Seattle and Walla Walla R. R. | 359 | 43002 | |
| Do. | 54 | 3046 | | Sedalia, Warsaw and Southern | | | |
| Do. | 340 | 3048 | | Railway | 298 | 29042 | |
| Do. | 349 | 3038 | | Solomon R. R. | 180 | 330 5 | |
| Do. | 70a | 3049 | | Somerset and Cambria R. R. | 293 | 46070 | |
| Olympia and Chehalis Valley R. R. | 231 | 43003 | | Southern Pacific R. R. | 52 | 46003 | |
| Omaha & Republican Valley R. R. | 164 | 34008 | | Do. | 163 | 46014 | |
| Do. | 224 | 34015 | | Do. | 108 | 46002 | |
| Do. | 240 | 34014 | | Do. | 264 | 46034 | |
| Omaha and Republican Valley | | | | Do. | 314 | 46013 | |
| R. R. and Marysville and Blue | | | | Do. | 374 | 46038 46014 | Part |
| Valley R. R. | 285 | 34013 | | | | (old) | |
| Omaha, Niobrara and Black Hills | | | | South Pacific Coast R. R. | 194 | 46031 | |
| R. R. | 234 | 34012 | | Stockton and Copperopolis R. R. | 126 | 46012 | |
| Do. | 269 | 34017 | | Do. | 302 | 46035 | |
| Oregon and California R. R. | 70 | 44001 | | Strasburgh R. R., Isaac Phenegar, | 358 | 8026 | |
| Do. | 165 | 44002 | | lease | | | |
| Oregon Railway and Navigation | | | | Talbotton R. R. | 806 | 15033 | |
| Company | 63 | 44005 | | Texas and Pacific Railway | 50 | 31006 | |
| Do. | 69 | 43008 | | Do. | 67 | 31010 | |
| Peninsular R. R. | 227 | 16011 | | Texas and New Orleans R. R. | 74 | 31012 | |
| Peninsula R. R. | 316 | 10015 | | Texas Pacific and Missouri Pa- | | | |
| Pennsylvania Company | 18 | 21002 | | cific Railway | 94 | 31028 | |
| Pennsylvania R. R. | 1 | 7004 | | Texas and Saint Louis Railway | 153 | 31025 | |
| Do. | 3 | 8001 | | Texas Trunk Railway | 300 | 31031 | |
| Do. | 117 | 8027 | | Texas Western Railway | 378 | 31020 | |
| Do. | 120 | 7005 | | Toledo, Delphos and Burlington | | | |
| Do. | 140 | 8081 | | Railway | 367 | 21065 | |
| Do. | 345 | 8083 | | Do. | 237 | 21061 | |
| Do. | 371 | 7005 | | Toledo, Ann Arbor and Grand | | | |
| Do. | 193 | 7004 | | Trunk Railway | 238 | 24026 | |
| Do. | 197 | 7005 | | Troy and Boston R. R. | 19 | 6067 | |
| Peoria, Decatur and Evansville | | | | Union Pacific Railway | 12 | 34061 | |
| Railway | 146 | 23024 | | Do. | 27 | 33001 | |
| Peoria and Farmington R. R. | 321 | 23068 | | Do. | 68 | 41003 | |
| Port Huron and Northwestern | | | | Do. | 129 | 33002 | |
| Railway | 163 | 24042 | | Utah Central Railway | 71 | 41061 | |
| Do. | 262 | 24025 | | Utah and Nevada Railway | 324 | 41065 | |
| Providence and Worcester R. R. | 290 | 3060 | | Vaca Valley and Clear Lake R. R. | 250 | 46015 | |
| Do. | 320 | 3059 | | Valley Railway | 191 | 21073 | |
| Richmond and Alleghany R. R. | 242 | 11027 | | Virginia Midland Railway | 139 | 11025 | |
| Rio Grande R. R. | 367 | 31018 | | Virginia and Truckee R. R. | 87 | 45001 | |
| Rosawell R. R. | 338 | 15035 | | Visalia R. R. | 282 | 46018 | |
| Sabine and East Texas Railway | 310 | 31029 | | Walla Walla and Columbia River | | | |
| Sacramento and Placerville R. R. | 155 | 46005 | | R. R. | 214 | 43004 | |
| Saint John's and Lake Eustis | | | | Wabash, Saint Louis and Pacific | | | |
| Railway | 277 | 16008 | | Railway | 253 | 27016 | |
| Saint Louis, Keokuk and North- | | | | Do. | 239 | 27060 | |
| western Railway | 55a | 28018 | | West Feliciana R. R. | 37 | 38007 | |
| Saint Louis, Iron Mountain and | | | | Western Maryland R. R. | 334 | 10621 | |
| Southern Railway | 210 | 29010 | | Winona and Saint Peter R. R. | 189 | 28014 | |
| Saint Paul, Minneapolis and Man- | | | | Worthington and Sioux Falls R. R. | 174 | 28026 | |
| itoba Railway | 101 | 35005 | | | | | |

Index to Table H.

| Title. | Order. | Number of route. | New number of route. | Title. | Order. | Number of route. | New number of route. |
|-------------------------------------------------------------------|--------|------------------|----------------------|-------------------------------------------------------|--------|------------------|----------------------|
| Amador Branch Railway | 143 | 46023 | | Chicago, Milwaukee and Saint Paul Railway | 264 | 35008 | |
| Annapolis and Elk Ridge R. R. | 136 | 10007 | | Do. | 296 | 25036 | |
| Atchison, Topeka & Santa Fé R. R. | 37 | 38006 | | Do. | 304 | 35009 | |
| Do. | 55 | 38006 | | Do. | 97 | 35007 | |
| Do. | 107 | 33011 | | Chicago & Northwestern Railway | 104 | 25038 | |
| Do. | 112 | 33033g | 33037 | Do. | 110 | 27052 | |
| Do. | 111 | 39001 | | Do. | 247 | 35010 | |
| Do. | 145 | 39001 | | Chicago, Rock Island and Pacific Railway | 70 | 27017 | |
| Do. | 176 | 33017 | | Do. | 246 | 27063 | |
| Do. | 180 | 33030 | | Do. | 257 | 27062 | |
| Do. | 188 | 33023 | | Do. | 252 | 27071 | |
| Do. | 241 | 39004 | | Do. | 262 | 27056 | |
| Atlantic and Pacific R. R. | 299 | 39003 | | Do. | 277 | 27054 | |
| Baltimore and Ohio R. R. | 14 | 10003 | | Do. | 307 | 27017 | |
| Do. | 16 | 12002 | | Chicago, Saint Louis and New Orleans R. R. | 80 | 18001 | |
| Do. | 297 | 8063 | | Do. | 32 | 30001 | |
| Easton Rouge, Grosse Tete and Opelousas R. R. | 803 | 30005 | | Chicago, Saint Paul, Minneapolis and Omaha Railway | 135 | 34003 | |
| Belmont Coal and Railroad Company | 305 | 17018 | | Do. | 187 | 34003 | |
| Bennington and Rutland R. R. | 46 | 2018 | | Do. | 204 | 25028 | |
| Do. | 52 | 2015 | | Do. | 224 | 26020 | |
| Black Diamond Coal Mining Company | 280 | 46033 | | Do. | 239 | 25037 | |
| Blue Earth Branch Saint Paul and Sioux City R. R. | 245 | 26020 | | Do. | 272 | 26030 | |
| Boston and Albany R. R. | 8 | 3025 | | Chicago and West Michigan Railway | 290 | 24046 | |
| Do. | 230 | 3028 | | Cincinnati, Effingham and Quincy Construction Company | 228 | 23026 | |
| Boston, Concord and Montreal R. R. | 54 | 1005 | | Cincinnati, New Orleans and Texas Pacific Railway | 53 | 20020 | |
| Do. | 73 | 1006 | | Cincinnati and Portsmouth R. R. | 172 | 21060 | |
| Do. | 123 | 1007 | | Colorado Central R. R. | 60 | 38017 | |
| Boston and Maine R. R. | 298 | 3013 | | Concord R. R. | 25 | 1001 | |
| Boston and N. Y. Air Line R. R. | 49 | 5014 | | Cumberland Valley R. R. | 83 | 8030 | |
| Boston and Providence R. R. | 19 | 3035 | | Dallas and Wichita Railway | 227 | 31030 | |
| Burlington, Cedar Rapids and Northern Railway | 133 | 27003 | | Danville, Olney & Ohio River R. R. | 231 | 23006 | |
| Burlington and Missouri River Railroad in Nebraska | 117 | 33012 | | Denver Pacific Railway and Telegraph Company | 79 | 38007 | |
| California Northern R. R. (purchaser, N. D. Hideout) | 219 | 46009 | | Denver and Rio Grande Railway | 45 | 38019 | |
| California Pacific R. R. | 125 | 46008 | | Do. | 56 | 38001 | |
| Do. | 189 | 46006 | | Do. | 88 | 38012 | |
| Do. | 283 | 46007 | | Do. | 98 | 38002 | |
| Cape Girardeau Railway | 220 | 28045 | | Do. | 105 | 38004 | |
| Carson and Colorado R. R. | 182 | 45004 | | Do. | 185 | 38010 | |
| Central Pacific R. R. | 12 | 46001 | | Do. | 186 | 38011 | |
| Do. | 42 | 46010 | | Do. | 202 | 38015 | |
| Central Pacific R. R. (lessee San Pablo Railroad) | 43 | 46032 | | Do. | 238 | 38016 | |
| Central Pacific R. R. | 48 | 40001 | | Do. | 243 | 38013 | |
| Do. | 66 | 48028 | | Do. | 248 | 38009 | |
| Central Pacific R. R. (lessee Los Angeles and San Diego Railroad) | 100 | 46017 | | Do. | 259 | 38018 | |
| Central Pacific R. R. (lessee Northern Railway) | 146 | 46022 | | Do. | 294 | 41009 | |
| Central Pacific R. R. | 199 | 46029 | | Denver and Boulder Valley R. R. | 201 | 38002 | |
| Central Pacific R. R. (lessee Pacific Railroad of New Mexico) | 270 | 39005 | | Echo and Park City R. R. | 197 | 41008 | |
| Central Railroad of New Jersey | 287 | 8079 | | Elizabeth City and Norfolk R. R. | 155 | 11026 | |
| Central Vermont R. R. | 33 | 2002 | | Eureka and Palisade R. R. | 157 | 45002 | |
| Do. | 39 | 2001 | | Evansville and Terre Haute R. R. | 253 | 22039 | |
| Do. | 152 | 2016 | | Fernandina and Jacksonville R. R. | 138 | 16009 | |
| Champlain and St. Lawrence R. R. | 87 | 6066 | | Fitchburgh R. R. | 20 | 3021 | |
| Chattahoochee Railway | 221 | 20027 | | Do. | 20 | 3022 | |
| Chester and Lenoir Narrow Gauge R. R. | 196 | 14007 | | Flint and Pere Marquette R. R. | 137 | 24045 | |
| Chicago, Burlington & Quincy R. R. | 192 | 27061 | | Do. | 193 | 24049 | |
| Chicago, Milwaukee and Saint Paul Railway | 34 | 23054 | | Fort Madison and Northwestern Railway | 291 | 27061 | |
| Do. | 86 | 28037 | | Freehold and New York Railway | 210 | 7043 | |
| Do. | 132 | 25004 | | Fremont, Elkhorn and Missouri Valley R. R. | 160 | 34010 | |
| Do. | 144 | 27034 | | Do. | 235 | 34018 | |
| Do. | 147 | 25001 | | Fulton Company Narrow Gauge Railway | 282 | 23067 | |
| Do. | 162 | 35002 | | Galveston, Harrisburgh and San Antonio Railway | 84 | 31002 | |
| Do. | 174 | 26010 | | Galveston, Harrisburgh and San Antonio Railway | 256 | 31014 | |
| Do. | 207 | 26009 | | Greenville, Columbus and Birmingham R. R. | 288 | 18011 | |
| Do. | 242 | 25039 | | | | | |

Index to Table H—Continued.

| Title. | Order. | Number of route. | New number of route. | Title. | Order. | Number of route. | New number of route. |
|----------------------------------------------------------|--------|------------------|----------------------|------------------------------------------------------------------------------------|--------|------------------|----------------------|
| Grinnell and Montezuma R. R. | 265 | 27068 | | Missouri Pacific Railway Co. | 74 | 31022 | |
| Gulf, Colorado and Santa Fé R. R. | 120 | 31027 | | Do | 82 | 31017 | |
| Do | 141 | 31033 | | Missouri Pacific Railway (Central Branch Division) | 91 | 33026 | |
| Do | 158 | 31027 | | Missouri Pacific Railway Co. | 94 | 31017 | |
| Hot Springs R. R. | 129 | 29005 | | Missouri Pacific Railway | 130 | 28040 | |
| Houston and Texas Central R. R. | 36 | 31003 | | Do | 134 | 330304 | 33031 |
| Do | 110 | 31004 | | Do | 163 | 33009 | |
| Do | 122 | 31005 | | Do | 190 | 31013 | |
| Humeston and Shenandoah R. R. | 273 | 27067 | | Missouri Pacific Railway (Central Branch Division) (Central Branch Division) | 203 | 330306 | 33032 |
| International and Great Northern R. R. | 38 | 31006 | | Missouri Pacific Railway | 212 | 330308 | 33033 |
| Do | 51 | 31007 | | Missouri Pacific Railway (Central Branch Division) | 222 | 33029 | |
| Do | 59 | 31007 | | Morgan's Louisiana and Texas Railroad and Steamship Company | 75 | 30003 | |
| Do | 77 | 31006 | | Nashville and Tuscaloosa R. R. | 271 | 19016 | |
| Do | 156 | 31026 | | Nevada County Narrow Gauge R. R. | 128 | 46019 | |
| Do | 200 | 31015 | | New Jersey Southern R. R. | 229 | 7026 | |
| Do | 302 | 31008 | | Do | 257 | 7026 | |
| Iron Mountain and Helena R. R. | 284 | 29008 | | New Orleans Pacific Railway | 131 | 31002 | |
| Junction City and Fort Kearney R. R. | 153 | 33015 | | New York Central and Hudson River R. R. | 2 | 6011 | |
| Kent County and Smyrna and Delaware Bay R. R. | 150 | 10012 | | Do | 22 | 6106 | |
| Kentucky Central R. R. | 67 | 20002 | | Do | 28 | 6012 | |
| Kansas Central R. R. | 215 | 33013 | | Do | 36a | 6013 | |
| Kansas City, Fort Scott and Gulf R. R. | 64 | 33008 | | Do | 40 | 6018 | |
| Do | 173 | 28036 | | Do | 81 | 6022 | |
| Kansas City, Lawrence and Southern Kansas R. R. | 61 | 33006 | | Do | 90 | 6016 | |
| Do | 99 | 33005 | | Do | 171 | 6019 | |
| Do | 111 | 33004 | | Do | 194 | 6115 | |
| Do | 167 | 33019 | | Do | 225 | 6021 | |
| Do | 214 | 33030e | 33035 | New York, Lake Erie and West'n R. R. | 17 | 6011 | |
| Kansas City, Saint Joseph and Council Bluffs R. R. | 206 | 28044 | | Do | 35 | 6008 | |
| Knox and Lincoln R. R. | 93 | 15 | | New York and New England R. R. | 21 | 3034 | |
| Lake Shore and Michigan Southern Railway | 4 | 6052 | | Do | 56 | 5007 | |
| Do | 5 | 6052 | | Do | 292 | 3006 | |
| Do | 6 | 21007 | | New York, New Hampshire and Hartford R. R. | 5a | 5005 | |
| Do | 7 | 6052 | | Do | 16a | 5004 | |
| Do | 9 | 6052 | | Do | 41 | 6109 | |
| Do | 11 | 21045 | | New York, Providence and Boston R. R. | 18 | 4002 | |
| Do | 15 | 6052 | | Northern Pacific R. R. | 164 | 43001 | |
| Lawrenceville Branch R. R. | 274 | 15032 | | Do | 223 | 43009 | |
| Lehigh Valley R. R. | 44 | 8010 | | North Pacific Coast R. R. | 170 | 46016 | |
| Do | 89 | 7018 | | Do | 301 | 46036 | |
| Do | 276 | 8058 | | Northwestern Mining and Exchange Company | 289 | 8130 | |
| Little Rock and Fort Smith Railway | 118 | 29003 | | Old Colony R. R. | 27 | 3038 | |
| Little Rock, Mississippi River and Texas Railway | 159 | 29007 | | Do | 77a | 3039 | |
| Do | 233 | 29004 | | Do | 149 | 3046 | |
| Long Island R. R. | 85 | 6045 | | Do | 281 | 3048 | |
| Do | 103 | 6093 | | Olympia and Chehalis Valley R. R. | 215 | 43003 | |
| Do | 148 | 6046 | | Omaha, Niobrara and Black Hills R. R. | 208 | 34012 | |
| Do | 165 | 6094 | | Do | 240 | 34017 | |
| Do | 275 | 6100 | | Omaha and Republican Valley R. R. | 168 | 34008 | |
| Louisiana Western R. R. | 63 | 30010 | | Do | 191 | 34015 | |
| Louisville and Nashville R. R. | 267 | 20026 | | Oregon and California R. R. | 183 | 44002 | |
| Maine Central R. R. | 115 | 3 | | Oregon Railway and Navigation Company | 72 | 44005 | |
| Manhattan, Alma and Burlington Railway | 213 | 33030d | 33034 | Do | 78 | 43008 | |
| Memphis and Little Rock R. R. | 68 | 29001 | | Peninsula R. R. | 168 | 18011 | |
| Milwaukee, Lake Shore and Western R. R. | 278 | 25018 | | Pennsylvania Company | 13 | 21002 | |
| Minneapolis and Saint Louis Railway | 274 | 26021 | | Pennsylvania R. R. | 1 | 7004 | |
| Do | 269 | 26038 | | Do | 3 | 8001 | |
| Mississippi Valley and Ship Island R. R. | 306 | 18012 | | Do | 113 | 8027 | |
| Missouri Pacific Railway (Central Branch Division) | 50 | 33003 | | Do | 126 | 7005 | |
| Missouri Pacific (Central Branch Division) Railway | 57 | 33022 | | Do | 177 | 7005 | |
| Do | 69 | 33021 | | Do | 184 | 7004 | |
| | | | | Do | 195 | 7003 | |
| | | | | Do | 237 | 8081 | |

Index to Table H—Continued.

| Title. | Order. | Number of route. | New number of route. | Title. | Order. | Number of route. | New number of route. |
|-------------------------------------------------|--------|------------------|----------------------|--------------------------------------------|--------|------------------|----------------------|
| Pennsylvania R. R. | 286 | 49083 | | Southern Pacific R. R. | 71 | 46014 | |
| Perris, Decatur and Evansville Railway | 169 | 23024 | | Do | 108 | 40002 | |
| Perris and Farmington Railway | 266 | 23068 | | Do | 300 | 46038 | |
| Port Huron and Northwestern Railway | 151 | 24042 | | Southern Pacific Coast R. R. | 121 | 46031 | |
| Do | 236 | 24025 | | Stockton and Copperopolis R. R. | 127 | 46012 | |
| Richmond and Alleghany R. R. | 226 | 11027 | | Talbotton R. R. | 260 | 15033 | |
| Roswell R. R. | 279 | 15035 | | Texas and New Orleans R. R. | 62 | 31012 | |
| Sabine and East Texas Railway | 261 | 31029 | | Texas and Pacific Railway | 24 | 31010 | |
| Sacramento and Placerville R. R. | 178 | 49005 | | Do | 95 | 31009 | |
| Saint Johns and Lake Eustis Railway | 244 | 18008 | | Do | 96 | 31011 | |
| Saint Joseph and Western R. R. | 116 | 33007 | | Texas Pacific and Missouri Pacific Railway | 101 | 31028 | |
| Saint Joe Valley R. R. | 254 | 24050 | | Do | 106 | 31028 | |
| Saint Louis, Keokuk and Northwestern Railway | 76 | 28018 | | Texas and Saint Louis Railway | 142 | 31025 | |
| Saint Louis, Iron Mountain and Southern Railway | 218 | 29010 | | Texas Trunk Railway | 255 | 31031 | |
| Saint Paul, Minnesota and Manitoba Railway | 109 | 35005 | | Texas Western Railway | 295 | 31020 | |
| Do | 161 | 26035 | | Toledo, Ann Arbor and Grand Trunk Railway | 217 | 24020 | |
| Do | 175 | 35011a | 33011 | Toledo, Delphos and Burlington R. R. | 216 | 21061 | |
| Do | 232 | 26034 | | Do | 258 | 21065 | |
| Do | 263 | 35004 | | Troy and Boston R. R. | 23 | 6067 | |
| Do | 268 | 35003 | | Union Pacific Railway | 10 | 34001 | |
| Saint Paul and Duluth R. R. | 211 | 26033 | | Do | 29 | 33001 | |
| Do | 293 | 26036 | | Do | 47 | 41003 | |
| San Francisco and North Pacific R. R. | 92 | 46011 | | Do | 119 | 33002 | |
| Do | 285 | 46027 | | Utah Central Railway | 102 | 41001 | |
| Savannah, Florida and Western Railway | 81 | 15009 | | Valley Railway | 154 | 21073 | |
| Sedalia, Warsaw and Southern Railway | 249 | 28042 | | Virginia Midland Railway | 166 | 11025 | |
| Solomon R. R. | 181 | 33025 | | Virginia and Truckee R. R. | 65 | 45001 | |
| Somerset and Cambria R. R. | 250 | 8070 | | Visalia R. R. | 208 | 46018 | |
| | | | | Wabash, Saint Louis and Pacific Railway | 234 | 27060 | |
| | | | | Walla Walla and Columbia River R. R. | 80 | 43064 | |
| | | | | Winona and Saint Peter R. R. | 139 | 26014 | |
| | | | | Worthington and Sioux Falls R. R. | 179 | 26020 | |

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the compared with 1881..

| State. | Number of route. | Termini. | Corporate title of company. | June 30 1881. Length of route. |
|---------------|------------------|----------------------------------------------------|-------------------------------------------------------------------|------------------------------------------|
| | | | | <i>Miles.</i> |
| Maine | 1 | Augusta to Skowhegan | Maine Central Railroad | 37.99 |
| | Part. 5 | Augusta to Waterville | | 19.21 |
| | Part. 5 | Portland to Bangor | Maine Central Railroad | 128.10 |
| | 5 | Waterville to Bangor | | 55.57 |
| | 5 | Portland to Skowhegan | Maine Central Railroad | |
| | 6 | Portland to Augusta | do. | 63.28 |
| | 6 | Portland to Bangor | do. | |
| | 9 | Portland to Portsmouth | Eastern Railroad | 52.56 |
| | 11 | Salmon Falls to Portland | Boston and Maine Railroad | 45 |
| | 12 | Bangor to Vanceborough | European and North American Railway | 113.93 |
| New Hampshire | 1001 | Concord to Nashua | Concord Railroad Corporation | 36.78 |
| | 1005 | Concord to Wells River | Boston, Concord and Montreal Railroad | |
| | 1008 | Concord to White River Junction. | Northern Railroad | 69.64 |
| Vermont | 2001 | Burlington to Rouse's Point | Central Vermont Railroad | 57.15 |
| | Part. 2002 | Essex Junction to St. Albans | | 24.50 |
| | 2002 | Windsor Junction to Essex Junction. | Central Vermont Railroad | 119.87 |
| | Part. 2003 | White River Junction to Essex Junction | | 97.20 |
| | 2003 | Bellows Falls to Burlington | Central Vermont Railroad | 120.77 |
| | 2010 | White River Junction to Derby Line. | Connecticut and Passumpsic Rivers and Massawippi Valley Railroad. | 114.30 |
| | Part. 2010 | White River Junction to Newport. | | |
| Massachusetts | 3001 | Boston to Portsmouth | Eastern Railroad | 57.28 |
| | 3001 | Boston to Portland | do. | |
| | 3011 | Boston to Salmon Falls | Boston and Maine Railroad | 71.50 |
| | 3011 | Boston to Portland | do. | |
| | 3016 | Boston to Lowell | Boston and Lowell Railroad Corporation | 23.81 |
| | 3021 | Boston to Greenfield | Fitchburgh Railroad | 165.71 |
| | 3022 | Greenfield to North Adams | do. | 37.12 |
| | 3025 | Boston to Albany | Boston and Albany Railroad | 202.24 |
| | Part. 3025 | Boston to Springfield | | 98.38 |
| | Part. 3025 | Springfield to Albany | | 103.86 |
| | 3029 | Pittsfield to North Adams | Boston and Albany Railroad | |
| | 3035 | Boston to Providence | Boston and Providence Railroad | 44.19 |
| | 3038 | Boston to South Braintree | Old Colony Railroad | |
| | 3039 | South Braintree Junction, n. o., to Newport. | do. | |
| | Part. 3039 | South Braintree Junction, n. o., to Middleborough. | | |
| | 3041 | Middleborough to Provincetown. | Old Colony Railroad | |
| | 3067 | Springfield to South Vernon Junction, n. o. | Connecticut River Railroad | 52.85 |
| | 3073 | Lewell to Nashua | Boston and Lowell Railroad Corporation | 14.48 |
| Rhode Island | 4002 | Providence to Groton | New York, Providence and Boston Railroad. | 62.57 |
| Connecticut | 5004 | New Haven to New London | New York, New Haven and Hartford Railroad. | 51.71 |
| | 5005 | New York to Springfield | do. | 135.59 |
| New York | Part. 6001 | New York to New Haven | | 73.23 |
| | Part. 6001 | New Haven to Springfield | | 62.36 |
| | 6001 | New York to Dunkirk | New York, Lake Erie and Western Railroad. | 459 |
| | Part. 6011 | New York to Hornellsville | | 332 |
| New York | Part. 6011 | Hornellsville to Dunkirk | | 127 |
| | 6011 | New York to Buffalo | New York Central and Hudson River Railroad. | 442 |

fiscal years ending June 30, 1881, and June 30, 1882, and the increase or decrease of 1882 as and the reasons therefor.

| June 30, 1881. | | Length of route. | June 30, 1882. | | Increase per annum of 1882 over 1881. | Decrease per annum of 1882 over 1881. | Remarks. |
|----------------|----------------|------------------|----------------|----------------|---------------------------------------|---------------------------------------|------------------------------|
| Pay per mile. | Pay per annum. | | Pay per mile. | Pay per annum. | | | |
| Dollars. | Dollars. | Miles. | Dollars. | Dollars. | Dollars. | Dollars. | |
| 50 00 | 980 50 | | | | | | Covered by route No. 6. |
| 50 00 | 2,778 50 | | | | | | Do. |
| 50 00 | 3,164 00 | 102.56 | 15 62 | 1,601 98 | 1,601 98 | | Established July 1, 1881. |
| | | 137.72 | 100 00 | 13,772 00 | 8,869 00 | | Covered by route No. 6. |
| | | | | | | | Increase in length of cars |
| | | | | | | | September 1, 1881. |
| 50 00 | 2,628 00 | | | | | | Covered by route No. 3001. |
| 33 32 | 1,499 40 | | | | | | Covered by route No. 3011. |
| 25 00 | 2,848 25 | 114.02 | 37 50 | 4,275 75 | 1,427 50 | | Increase in distance and one |
| | | | | | | | line. |
| 40 00 | 1,451 20 | 36.28 | 40 00 | 1,451 20 | | | Established July 1, 1881. |
| | | 94.01 | 9 37 | 880 87 | 880 87 | | Increase in length of cars. |
| 38 75 | 2,098 55 | 69.64 | 40 62 | 2,828 77 | 130 22 | | |
| | | | | | | | |
| 50 00 | 1,225 00 | 57.10 | | | | | |
| | | 24.50 | 50 00 | 1,225 00 | | | |
| | | 110.13 | | | | | |
| 50 00 | 4,860 00 | 96. | 50 00 | 4,800 00 | | 60 00 | Decrease in distance. |
| 15 00 | 1,804 05 | | | | | 1,804 05 | Discontinued. |
| 14 37 | 1,642 49 | 115.02 | | | | | |
| | | | | | | | |
| | | 105.30 | 21 87 | 2,302 91 | 660 42 | | Decrease in distance. Ad- |
| | | | | | | | dional line from Septem- |
| 50 00 | 2,864 00 | | | | | | ber 1, 1881. |
| | | 109.08 | 100 00 | 10,908 00 | 5,416 00 | | Extended to Portland. |
| | | | | | | | Decrease in distance. In- |
| | | | | | | | crease in length of cars |
| 33 32 | 2,382 38 | | | | | | September 1, 1881. |
| 50 00 | 1,290 50 | 116.33 | 31 25 | 3,635 31 | | 246 47 | Extended to Portland. |
| | | 26.02 | 50 00 | 1,301 00 | 10 50 | | Decrease in length of cars. |
| 18 75 | 1,982 06 | 105.71 | 18 75 | 1,982 06 | | | Increase in distance. |
| 18 75 | 696 00 | 37.12 | 18 75 | 696 00 | | | |
| | | 202.06 | | | | | |
| 137 00 | 18,916 40 | 98.63 | 185 00 | 25,228 07 | 8,311 67 | | Additional line from Jan- |
| 35 00 | | 103.43 | 67 50 | | | | |
| | | | | | | | uary 2, 1882, and increase |
| | | | | | | | in length from June 30, |
| | | | | | | | 1882. |
| 76 00 | 3,358 44 | 21.18 | 10 00 | 211 80 | 211 80 | | Established April 20, 1882. |
| | | 44.19 | 77 00 | 3,402 63 | 44 19 | | Increase in length of cars. |
| | | 11.36 | 12 50 | 142 00 | 142 00 | | Established July 1, 1881. |
| | | 61.25 | | | | | |
| | | | | | | | |
| | | 23.09 | 12 50 | 288 62 | 288 62 | | Do. |
| | | | | | | | |
| | | 86.80 | 12 50 | 1,078 75 | 1,078 75 | | Do. |
| 28 75 | 1,450 72 | | | | | 1,450 72 | Discontinued. |
| 50 00 | 724 00 | 14.77 | 50 00 | 738 50 | 14 50 | | Increase in distance. |
| 50 00 | 3,128 50 | 62.10 | 50 00 | 3,105 00 | | 23 50 | Decrease in distance. |
| 85 00 | 4,395 35 | 51.71 | 75 00 | 3,878 25 | | 517 10 | Decrease in length. |
| | | | | | | | |
| 214 00 | 25,773 54 | 135.59 | | | | | |
| 182 00 | | 73.23 | 199 08 | 23,025 28 | | 2,748 26 | Decrease in service. |
| | | 62.36 | 135 45 | | | | |
| | | 459.55 | | | | | |
| | | | | | | | |
| 40 00 | 31,840 00 | 332 | 80 00 | 31,662 00 | | 22 00 | Increase in distance. |
| 40 00 | | 127.55 | 40 00 | | | | |
| | | 442 | | | | | |

I.—Table showing the rate of pay per annum for the use of railway post-office cars

| State. | Number of route. | Termini. | Corporate title of company. | June 30. 1881. Length of route. |
|-------------------|-----------------------------------------------------------------------|-------------------------------------------------------|-----------------------------|---------------------------------------|
| | | | | Miles. |
| New York..... | Part. New York to Syracuse..... | | | 277. 75 |
| | Part. Syracuse to Buffalo..... | | | 104. 25 |
| | 6013 Syracuse to Rochester..... | New York Central and Hudson River Railroad. | | 104 |
| | 6052 Buffalo to Chicago..... | Lake Shore and Michigan South- ern Railway. | | 542 |
| | Part. Buffalo to Cleveland..... | | | 184. 50 |
| | Part. Cleveland to Elyria..... | | | 25. 70 |
| | Part. Elyria to Millbury..... | | | 79. 30 |
| | Part. Millbury to Toledo..... | | | 8. 50 |
| | Part. Toledo to Elkhart..... | | | 143 |
| | Part. Elkhart to Chicago..... | | | 101 |
| | 6067 Troy to North Adams..... | Troy and Boston Railroad..... | | 50 |
| New Jersey..... | 7004 New York to Philadelphia..... | Pennsylvania Railroad..... | | 90 |
| Pennsylvania..... | 8001 Philadelphia to Pittsburgh..... | do..... | | 353. 60 |
| | 8013 Pottsville to Herndon..... | Philadelphia and Reading Rail- road. | | |
| | Part. Pottsville to Shamokin..... | | | |
| | 8022 Sunbury to Erie..... | Pennsylvania Railroad..... | | 287. 90 |
| | Part. Sunbury to Williamsport..... | | | 38. 82 |
| Maryland..... | 10001 Baltimore to Philadelphia..... | Philadelphia, Wilmington and Bal- timore Railroad. | | 96 |
| | 10002 Baltimore to Sunbury..... | Northern Central Railway..... | | 140. 70 |
| | 10003 Baltimore to Wheeling..... | Baltimore and Ohio Railroad..... | | 393. 92 |
| | Part. Baltimore to Grafton..... | | | 294 |
| | Part. Grafton to Bellairs..... | | | 99. 92 |
| | 10013 Bay View, n. o., to Washington..... | Baltimore and Potomac Railroad..... | | 46. 10 |
| Virginia..... | 11001 Washington to Richmond..... | Richmond, Fredericksburgh and Potomac Railroad. | | 116 |
| | 11002 Alexandria to Lynchburgh..... | Virginia Midland Railway..... | | 167. 71 |
| | 11006 { Richmond to Danville..... } { Danville to Charlotte..... } | Richmond and Danville Railroad.. | | 282. 34 |
| | 11008 Richmond to Petersburg..... | Richmond and Petersburg Rail- road. | | 23. 39 |
| | 11009 Petersburg to Weldon..... | Petersburgh Railroad..... | | 65. 31 |
| | 11018 Lynchburgh to Bristol..... | Norfolk and Western Railroad..... | | 205. 52 |
| | 11016 Lynchburgh to North Danville..... | Virginia Midland Railway..... | | 66. 34 |
| | 11018 Washington to Alexandria..... | Alexandria and Washington Rail- road. | | 7 |
| West Virginia... | 12002 Grafton to Parkersburgh..... | Baltimore and Ohio Railroad..... | | 104. 50 |
| North Carolina... | 13002 Weldon to Wilmington..... | Wilmington and Weldon Railroad..... | | 162. 07 |
| South Carolina... | 14002 Columbia to Wilmington..... | Wilmington, Columbia and Au- gusta Railroad. | | 110. 00 |
| | 14004 Charleston to Savannah..... | Charleston and Savannah Railway..... | | 115 |
| | 14005 Charleston to Florence..... | Northeastern Railroad..... | | 102 |
| Georgia..... | 15001 Atlanta to Air Line Junction..... | Atlanta and Charlotte Air Line Railroad. | | 269. 33 |
| | 15002 Atlanta to Chattanooga..... | Western and Atlantic Railroad..... | | 138. 47 |
| | 15003 Atlanta to West Point..... | Atlanta and West Point Railroad..... | | 88. 60 |
| | 15004 Augusta to Atlanta..... | Georgia Railroad and Banking Company. | | 172. 59 |
| | 15009 Savannah to Jacksonville..... | Savannah, Florida and Western Railway. | | 172. 75 |
| Alabama..... | 17001 Montgomery to West Point..... | Western Railroad Company of Alabama. | | 88 |
| | 17012 Mobile to Montgomery..... | Louisville and Nashville Railroad..... | | 178. 67 |
| | 17013 Mobile to New Orleans..... | do..... | | 141. 71 |
| Mississippi..... | 18001 Canton to Cairo..... | Chicago, Saint Louis and New Orleans Railroad. | | 344. 27 |
| Tennessee..... | 19002 Bristol to Chattanooga..... | East Tennessee, Virginia and Georgia Railroad. | | 242. 10 |
| | 19004 Nashville to Chattanooga..... | Nashville, Chattanooga and Saint Louis Railway. | | 151 |

for the fiscal years ending June 30, 1881, and June 30, 1882, &c.—Continued.

| June 30, 1881. | | June 30, 1882. | | Increase per annum of 1882 over 1881. | Decrease per annum of 1882 over 1881. | Remarks. |
|----------------|----------------|------------------|---------------|---------------------------------------|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| Pay per mile. | Pay per annum. | Length of route. | Pay per mile. | Pay per annum. | | |
| Dollars. | Dollars. | Miles. | Dollars. | Dollars. | Dollars. | Dollars. |
| 300 00 | 127,672 50 | 289.50 | 320 00 | 135,340 00 | 7,667 50 | Change in distances and increase in cars. |
| 270 00 | | 152.50 | 280 00 | | | |
| 30 00 | | 104 | 40 00 | | | |
| | 3,120 00 | 540.28 | | 4,160 00 | 1,040 00 | Increase in length of cars. |
| | | | | | | |
| 270 00 | 118,471 23 | 183.76 | 280 00 | 116,989 45 | 1,481 78 | Change in distances and running of cars. |
| 275 31 | | 25.50 | 315 62 | | | |
| 135 00 | | 79.30 | 105 31 | | | |
| 280 62 | | 8 | 315 62 | | | |
| 132 50 | | 142.70 | 112 50 | | | |
| 292 50 | | 101.02 | 302 50 | | | |
| 18 75 | 937 50 | 48.46 | 18 75 | 908 62 | 28 88 | Decrease in distance. |
| 355 00 | 31,950 00 | 89.54 | 375 00 | 33,577 50 | 1,627 50 | Decrease in distance and increase in cars. |
| | | | | | | Decrease in distance. |
| 225 00 | 79,580 00 | 253 | 225 00 | 79,425 00 | 135 00 | |
| | | 81.03 | | | | |
| | | 60 | 10 00 | 600 00 | 600 00 | Established July 1, 1881. |
| | | 288.49 | | | | |
| 25 00 | 995 50 | 39.81 | 25 00 | 995 25 | 25 | Decrease in distance. |
| 100 00 | 9,600 00 | 96 | 100 00 | 9,600 00 | | |
| | | | | | | |
| 25 00 | 3,517 50 | 137.80 | 25 00 | 3,445 00 | 72 50 | Do. |
| | | 394.30 | | | | |
| 80 00 | 27,516 80 | 293.75 | 80 00 | 27,354 40 | 162 40 | Do. |
| 40 00 | | 96.36 | 40 00 | | | |
| 100 00 | | 46.10 | 100 00 | | | |
| 120 00 | | 116.00 | 120 00 | | | |
| | | | | | | |
| 105 00 | 17,609 55 | 167.71 | 80 00 | 13,416 80 | 4,192 75 | Decrease in R. P. O. service. |
| | | | | | | From July 1 to Nov. 19, 1881, |
| 50 00 | 14,327 00 | 140.60 | 25 00 | 14,854 20 | 527 20 | pay for R. P. O. cars was at the rate of \$22,587.20 per annum; \$80 per mile for 282.34 miles. |
| | | 141.74 | 80 00 | | | |
| | | | | | | |
| 80 00 | 1,871 20 | 23.39 | 80 60 | 1,871 20 | | |
| | | | | | | |
| 80 00 | 5,224 80 | 65.81 | 80 00 | 5,224 80 | | |
| 25 00 | 5,138 00 | 205.62 | 25 00 | 5,138 00 | | |
| 105 00 | 6,965 70 | 66.34 | 80 00 | 5,307 20 | 1,658 50 | Decrease in R. P. O. service. |
| 25 00 | 175 00 | 7 | 25 00 | 175 00 | | |
| | | | | | | |
| 40 00 | 4,180 00 | 104.50 | 40 00 | 4,180 00 | | |
| 80 00 | 12,965 60 | 162.07 | 80 00 | 12,965 60 | | |
| 25 00 | 2,750 00 | 110 | 80 00 | 8,900 00 | 6,050 00 | Increase in R. P. O. service. |
| | | | | | | |
| 25 00 | 2,875 00 | 115 | 50 00 | 5,750 00 | 2,875 00 | Do. |
| 50 00 | 5,100 00 | 102 | 50 00 | 5,100 00 | | |
| 80 00 | 21,546 40 | 269.33 | 80 00 | 21,546 40 | | |
| | | | | | | |
| 65 00 | 9,000 55 | 138.47 | 65 00 | 9,000 55 | | |
| 10 00 | 4,230 00 | 86.00 | 50 00 | 4,330 00 | | |
| 15 00 | 2,588 85 | 172.50 | 15 00 | 2,588 85 | | |
| | | | | | | |
| 25 00 | 2,425 00 | 172.75 | 35 62 | 6,153 35 | 3,728 35 | To September 19, 1881, the pay was for 97 miles only to Waycross. From that date route was extended to Jacksonville, Fla., covering route 16010. |
| | | | | | | |
| 50 00 | 4,400 00 | 88 | 50 00 | 4,400 00 | | |
| | | | | | | |
| 50 00 | 8,983 50 | 179.67 | 50 00 | 8,983 50 | | |
| 50 00 | 7,085 00 | 141.71 | 50 00 | 7,085 00 | | |
| 25 00 | 8,606 75 | 344.27 | 25 00 | 8,606 75 | | |
| | | | | | | |
| 25 00 | 6,052 50 | 242.10 | 25 00 | 6,052 50 | | |
| | | | | | | |
| 12 50 | 1,887 50 | 151 | 12 50 | 1,887 50 | | |

I.—Table showing the rate of pay per annum for the use of railway post-office cars

| State. | Number of route. | Termini. | Corporate title of company. | June 30, 1881. Length of route. |
|----------------|------------------|--------------------------------------------------------------------------------|-----------------------------------------------------------------|------------------------------------|
| | | | | <i>Miles.</i> |
| Kentucky | 20004 | Cincinnati to Louisville | Louisville and Nashville Railroad | 110 |
| | 20005 | Louisville to Nashville | do | 112.13 |
| | 20008 | Bowling Green to Memphis | do | 73.16 |
| | 20017 | Cincinnati Junction (n. o.) to Louisville and Nashville Junction (n. o.) | do | 263.20 |
| | | | | 4 |
| Ohio | 21001 | Bellaire to Columbus | Central Ohio Railroad | 106.03 |
| | 21402 | Pittsburgh to Chicago | Pennsylvania Company | 468.20 |
| | 21007 | Elyria to Millbury | Lake Shore and Michigan Southern Railway | 74.86 |
| | 21010 | Chicago to Newark | Baltimore and Ohio Railroad | 88.88 |
| | 21014 | Columbus to Cincinnati | Pittsburgh, Cincinnati and Saint Louis Railway | 120.16 |
| | 21015 | Columbus to Indianapolis | do | 189.07 |
| | 22016 | Gallion to Indianapolis | Cleveland, Columbus, Cincinnati and Indianapolis Railway | 203.96 |
| | 21019 | Toledo to Quincy | Wabash, Saint Louis and Pacific Railway | 474.54 |
| | 21028 | Cincinnati to Parkersburgh | Marietta and Cincinnati Railroad | 195.15 |
| | 21032 | Columbus to Pittsburgh | Pittsburgh, Cincinnati and Saint Louis Railway | 193.86 |
| | 21042 | Cleveland to Cincinnati | Cleveland, Columbus, Cincinnati and Indianapolis Railroad | 164.34 |
| | 21045 | Toledo to Elkhart | Lake Shore and Michigan Southern Railway | 80 |
| | 21047 | Chicago, Ohio, to Chicago, Ill | Baltimore and Ohio Railroad | 134.25 |
| | 22002 | Indianapolis to Terre Haute | Terre Haute and Indianapolis Railroad | 271.03 |
| | | | | 74.39 |
| Indiana | 22003 | Indianapolis to Cincinnati | Cincinnati, Indianapolis, Saint Louis and Chicago Railway | 111.50 |
| | 22005 | Indianapolis to Lafayette | do | 64.96 |
| | 22010 | Cincinnati to East Saint Louis | Ohio and Mississippi Railway | 338.06 |
| | 22025 | Indianapolis to Terre Haute | Indianapolis and Saint Louis Railroad | 72.45 |
| | 22029 | Lafayette to Kankakee | Cincinnati, Lafayette and Chicago Railroad | 72.75 |
| | 22043 | Terre Haute to East Saint Louis | Indianapolis and Saint Louis Railroad | 189.99 |
| | 22044 | do | Terre Haute and Indianapolis Railroad | 166.69 |
| | 23001 | Chicago to Milwaukee | Chicago and Northwestern Railway | 85.37 |
| | 23002 | Chicago to Freeport | do | 121.29 |
| | 23003 | Chicago to Union Pacific Transfer | do | 491.18 |
| Illinois | | | Part R. P. O | 219 |
| | | | Part R. P. O | 272.18 |
| | 23007 | Chicago to Burlington | Chicago, Burlington and Quincy Railroad | 208.02 |
| | | | Part R. P. O | 38.61 |
| | | | Part R. P. O | 169.41 |
| | 23010 | Galesburgh to Quincy | Chicago, Burlington and Quincy Railroad | 101.57 |
| | 23015 | Chicago to Davenport | Chicago, Rock Island and Pacific Railroad | 182.92 |
| | 23017 | Chicago to East Saint Louis | Chicago and Alton Railroad | 281.13 |
| | 23020 | Chicago to Cairo | Illinois Central Railroad | 363.32 |
| | | | | 55.87 |
| | | | | 143.24 |
| | | | | 164.11 |
| | 23021 | Dubuque to Centralia | do | 846.63 |
| | | | | 68.80 |
| | | | | 12.51 |
| | 23023 | Decatur to East Saint Louis | Wabash, Saint Louis and Pacific Railway ..... | ..... |
| | 23028 | Terre Haute to East Saint Louis | Indianapolis and Saint Louis Railroad | 189.99 |
| | 23031 | East Saint Louis to Terre Haute | Terre Haute and Indianapolis Railroad | 166.69 |

for the fiscal years ending June 30, 1881, and June 30, 1882, &c.—Continued.

| June 30, 1881. | | | June 30, 1882. | | | Increase per annum of 1882 over 1881. | Decrease per annum of 1882 over 1881. | Remarks. |
|----------------|----------------|------------------|----------------|----------------|-----------|---------------------------------------|---------------------------------------|----------------------------------------------------------------------------------------------------|
| Pay per mile. | Pay per annum. | Length of route. | Pay per mile. | Pay per annum. | | | | |
| Dollars. | Dollars. | Miles. | Dollars. | Dollars. | Dollars. | Dollars. | | |
| 60 00 | 6,522 00 | 110 | 60 00 | 6,522 00 | | | | |
| 60 00 | 8,920 80 | 112.13 | 60 00 | 8,920 80 | | | | |
| 30 00 | | 73.10 | 30 00 | | | | | |
| 30 00 | 7,896 00 | 263.20 | 30 00 | 7,896 00 | | | | |
| 60 00 | 240 00 | 4 | 60 00 | 240 00 | | | | |
| 40 00 | 4,241 20 | 106.03 | 40 00 | 4,241 20 | | | | |
| 25 00 | 11,705 00 | 468.20 | 35 00 | 13,592 00 | 1,887 00 | | | Increase in R. P. O. service. \$35 per m. to Crestline, 188.7 m.; \$25 perm. residue. Do. |
| 140 31 | 10,503 60 | 74.86 | 210 31 | 15,743 80 | 5,240 20 | | | |
| 40 00 | 3,555 20 | 88.88 | 40 00 | 3,555 20 | | | | |
| 100 00 | 12,016 00 | 120.16 | 100 00 | 12,016 00 | | | | |
| 125 00 | 23,633 75 | 180.07 | 125 00 | 23,633 75 | | | | |
| 25 00 | 5,099 00 | 203.96 | 25 00 | 5,099 00 | | | | |
| 40 00 | 18,981 60 | 352.54 | 40 00 | 23,877 60 | 4,896 00 | | | Do. |
| 40 00 | 7,806 00 | 122 | 80 00 | | | | | |
| 40 00 | 7,806 00 | 195.15 | 40 00 | 7,806 00 | | | | |
| 225 00 | 43,618 50 | 193.86 | 225 00 | 43,618 50 | | | | |
| 50 00 | 14,217 00 | 164.34 | 50 00 | 14,217 00 | | | | |
| 75 00 | | 80 | 75 00 | | | | | |
| 160 00 | 21,496 10 | 134.85 | 190 00 | 25,526 50 | 4,030 50 | | | Do. |
| 40 00 | 10,841 20 | 271.03 | 40 00 | 10,841 20 | | | | |
| 125 00 | 9,298 75 | 74.39 | 125 00 | 9,298 75 | | | | |
| 90 00 | 10,035 00 | 111.50 | 90 00 | 10,035 00 | | | | |
| 65 00 | 4,218 50 | 64.90 | 65 00 | 4,218 50 | | | | |
| 30 00 | 10,158 00 | 338.06 | 70 00 | 23,702 00 | 13,544 00 | | | Increase in cars. |
| 25 00 | 1,811 25 | 72.45 | 25 00 | 1,811 25 | | | | |
| 65 00 | 4,728 75 | 72.75 | 65 00 | 4,728 75 | | | | |
| 25 00 | 4,749 75 | 180.99 | 25 00 | 4,749 75 | | | | Formerly Illinois, route 23028. |
| 125 00 | 20,836 25 | 166.69 | 125 00 | 20,836 25 | | | | Formerly Illinois, route 23031. |
| 44 00 | 3,756 28 | 85.37 | 44 00 | 3,756 28 | | | | |
| 22 00 | 2,668 38 | 121.29 | 22 00 | 2,668 38 | | | | |
| | | 491.18 | | | | | | |
| 61 87 | 19,502 10 | 219 | 61 87 | 19,502 10 | | | | |
| 21 87 | | 272.18 | 21 87 | | | | | |
| | | 208.02 | | | | | | |
| 161 87 | 17,486 00 | 88.61 | 105 00 | 17,606 81 | 120 81 | | | Cars reported larger. |
| 20 00 | | 160.41 | 80 00 | | | | | |
| 50 00 | 5,078 50 | 101.57 | 50 00 | 5,078 50 | | | | |
| 65 00 | 11,889 80 | 182.92 | 65 00 | 11,889 80 | | | | |
| 50 60 | 14,056 50 | 281.13 | 50 00 | 14,056 50 | | | | |
| | | 363.32 | | | | | | |
| 115 00 | 17,694 80 | 55.87 | 115 00 | 17,694 80 | | | | |
| 50 00 | | 143.34 | 50 09 | | | | | |
| 25 00 | | 164.11 | 25 00 | | | | | |
| | | 246.93 | | | | | | |
| 44 00 | 3,302 42 | 68.80 | 45 00 | 3,546 35 | 243 93 | | | Cars reported larger. |
| 22 00 | | 112.51 | 25 00 | | | | | |
| | | 112.57 | 40 00 | 4,502 80 | 4,502 80 | | | R. P. O. service established. |
| 25 00 | 4,749 75 | 180.99 | 25 00 | 4,749 75 | | | | Now Indiana route No. 22043. |
| 125 00 | 20,836 25 | 166.69 | 125 00 | 20,836 25 | | | | Now Indiana route No. 22044. |

I.—Table showing the rate of pay per annum for the use of railway post-office cars

| State. | Number of route. | Termini. | Corporate title of company. | June 30, 1881. Length of route. |
|----------------------------------------------------------------------------------------|------------------|-----------------------------------------|--------------------------------------------------------|------------------------------------|
| | | | | <i>Miles.</i> |
| Illinois | 23035 | Chicago to Milwaukee | Chicago, Milwaukee and Saint Paul Railway. | 86.80 |
| | 23036 | Aurora to Forrester | Chicago and Iowa Railroad | 82.47 |
| Michigan | 24006 | Detroit to Chicago | Michigan Central Railroad | 286.09 |
| Wisconsin | 25002 | Milwaukee to La Crosse | Chicago, Milwaukee and Saint Paul Railway. | 197.84 |
| | 25009 | Chicago to Green Bay | Chicago and Northwestern Railway. | 242.50 |
| Minnesota | 26013 | Minneapolis to La Crosse | Chicago, Milwaukee and Saint Paul Railway. | 142.53 |
| Iowa | 27005 | Burlington to Council Bluffs | Chicago, Burlington and Quincy Railroad. | 296.45 |
| | 27014 | Davenport to Missouri River | Chicago, Rock Island and Pacific Railroad. | 317.40 |
| | | | | 54.50 |
| Missouri | 28001 | Saint Louis to Atchison | Missouri Pacific Railway | 262.90 |
| | 28002 | Saint Louis to Bismarck | Saint Louis, Iron Mountain and Southern Railway. | 282 |
| | 28003 | Saint Louis to Pierce City | Saint Louis and San Francisco Railway. | 47.75 |
| | 28005 | Quincy to Cameron | Hannibal and Saint Joseph Railroad. | 77.03 |
| | 28011 | Sedalia to Denison | Missouri Pacific Railway | 171 |
| | 28014 | Hannibal to Sedalia | do | 434.51 |
| | 28020 | Pierce City to Wichita | Saint Louis and San Francisco Railway. | 142.85 |
| | 28026 | Bismarck to Texarkana | Saint Louis, Iron Mountain and Southern Railroad. | 219.28 |
| Louisiana | 30001 | New Orleans to Canton | Chicago, Saint Louis and New Orleans Railroad. | 415.21 |
| Kansas | 33001 | Kansas City to Denver | Kansas Pacific Railway | 206.43 |
| | | | | 640.10 |
| | 33010 | Atchison to Pueblo | Atchison, Topeka and Santa Fé Railroad. | 301.70 |
| | 33016 | Kansas City to Topeka | do | 338.40 |
| Nebraska | 34001 | Council Bluffs to Ogden | Union Pacific Railway | 618.85 |
| | | | | 568.19 |
| | 34002 | Plattsmouth to Kearney Junction. | Burlington and Missouri River Railroad. (In Nebraska.) | 68.20 |
| | 34004 | Omaha to Oreoopolis Junction | do | 1,035.20 |
| Colorado | 38007 | Denver to Cheyenne | Denver Pacific Railway and Telegraph Company. | 190.80 |
| | 38017 | Julesburgh to La Salle Station (n. o.). | Union Pacific Railway Company | 147.50 |
| California | 46001 | San Francisco to Ogden City | Central Pacific Railroad | 17.76 |
| | | | | 834.24 |
| | 46010 | Lathrop to Gosben | do | 802.07 |
| | 46014 | Huron to Yuma | Southern Pacific Railroad | 32.17 |
| | 46032 | Port Costa to Lathrop | Central Pacific Railroad | 146.30 |
| | | | | 530.29 |
| | | | | 241.62 |
| | | | | 62.17 |
| Totals | | | | |
| Net increase in annual cost for use of R. P. O. cars for 1882 compared with 1881 | | | | |

for the fiscal years ending June 30, 1881, and June 30, 1882, &c.—Continued.

| June 30, 1881. | | Length of route. | June 30, 1882. | | Increase per annum of 1882 over 1881. | Decrease per annum of 1882 over 1881. | Remarks. |
|----------------|----------------|------------------|----------------|----------------|---------------------------------------|---------------------------------------|-------------------------------|
| Pay per mile. | Pay per annum. | | Pay per mile. | Pay per annum. | | | |
| Dollars. | Dollars. | Miles. | Dollars. | Dollars. | Dollars. | Dollars. | |
| 80 00 | 6,944 00 | 86.80 | 90 00 | 7,812 00 | 868 00 | | Increased R. P. O. service. |
| 22 00 | 1,814 84 | 82.47 | 25 00 | 2,061 75 | 247 41 | | Cars reported larger. |
| 65 00 | 18,595 85 | 286.09 | 65 00 | 18,595 85 | | | |
| 80 00 | 15,827 20 | 197.84 | 90 00 | 17,805 60 | 1,978 40 | | Increased R. P. O. service. |
| 40 00 | 9,700 00 | 242.50 | 40 00 | 9,700 00 | | | |
| 50 00 | 7,126 50 | 142.53 | 50 00 | 7,126 50 | | | |
| 40 00 | 11,858 00 | 296.45 | 40 00 | 11,858 00 | | | |
| 65 00 | 10,115 00 | 317.40 | 65 00 | 10,115 00 | | | |
| 25 00 | 24,470 00 | 54.50 | 25 00 | 24,470 00 | | | |
| 80 00 | 47.75 | 282.09 | 100 00 | 30,587 50 | 6,117 50 | | Increase in R. P. O. service. |
| 40 00 | 1,925 75 | 77.03 | 50 00 | 3,081 20 | 1,155 45 | | Do. |
| 25 00 | 7,256 25 | 290.25 | 25 00 | 7,256 25 | | | |
| 25 00 | 4,275 00 | 171 | 25 00 | 4,275 00 | | | |
| 25 00 | 10,862 75 | 434.51 | 25 00 | 10,862 75 | | | |
| 25 00 | 3,571 34 | 142.85 | 25 00 | 3,571 34 | | | |
| 25 00 | 5,482 00 | 219.28 | 25 00 | 5,482 00 | | | |
| 25 00 | 10,380 25 | 415.21 | 40 00 | 16,608 40 | 6,228 15 | | Do. |
| 25 00 | 5,160 75 | 206.58 | 25 00 | 5,164 50 | 3 75 | | Increase in distance. |
| 25 00 | 11,772 50 | 640.10 | 25 00 | 11,772 50 | | | |
| 12 50 | 301.70 | 838.40 | 12 50 | 301.70 | | | |
| 25 00 | 14,204 75 | 618.85 | 25 00 | 14,204 75 | | | |
| 25 00 | 1,655 00 | 568.19 | 25 00 | 1,655 00 | | | |
| 50 00 | 51,760 00 | 86.20 | 50 00 | 51,760 00 | | | |
| 25 00 | 3,687 50 | 871 | 25 00 | 3,687 50 | | | |
| 25 00 | 444 00 | 684.20 | 25 00 | 444 00 | | | |
| 25 00 | 190.80 | 147.50 | 25 00 | 190.80 | | | |
| 25 00 | 17.76 | 21.87 | 25 00 | 17.76 | | | |
| 25 00 | 106.00 | 21.87 | 25 00 | 106.00 | | | |
| 25 00 | 46.00 | 25 00 | 25 00 | 46.00 | | | |
| 25 00 | 150.80 | 25 00 | 25 00 | 150.80 | | | |
| 50 00 | 42,516 25 | 824.24 | 50 00 | 42,516 25 | | | |
| 75 00 | 3,657 50 | 802.07 | 75 00 | 3,657 50 | | | |
| 25 00 | 6,040 50 | 32.17 | 25 00 | 6,040 50 | | | |
| 25 00 | 1,554 25 | 148.30 | 25 00 | 1,554 25 | | | |
| 25 00 | 241.62 | 530.29 | 25 00 | 241.62 | | | |
| 25 00 | 62.17 | 21.87 | 25 00 | 62.17 | | | |
| 1,392,927 87 | | | 1,494,312 91 | | 107,753 56 | 6,368 52 | |
| 101,385 04 | | | | | | | |

K.—Statement of expenditures on account of special facilities for the fiscal year ending June 30, 1882, out of the \$425,000 appropriated by act of March 1, 1881.

| Number of route. | Termini. | Title of company. | Amounts paid. |
|------------------|-------------------------------------|----------------------------------------------|------------------|
| 5005 | New York, Springfield..... | New York, New Haven and Hartford | \$17,647 06 |
| 8011 | New York, Buffalo..... | New York Central and Hudson River | 46,021 53 |
| 8052 | Buffalo, Chicago..... | Lake Shore and Michigan Southern..... | 38,004 28 |
| 7004 | { New York, Philadelphia | Pennsylvania Railroad..... | 33,102 57 |
| 8001 | { Philadelphia, Pittsburgh | | |
| 21002 | Pittsburgh, Chicago..... | Pennsylvania Company | 7,055 77 |
| 21032 | Columbus, Pittsburgh | Pittsburgh, Cincinnati and Saint Louis | 6,567 88 |
| 21014 | Columbus, Cincinnati | do | 1,886 57 |
| 21015 | Columbus, Indianapolis | do | 4,662 46 |
| 22002 | Indianapolis, Terre Haute | Terre Haute and Indianapolis | 1,844 12 |
| 22044 | Terre Haute, East Saint Louis | do | 3,900 54 |
| 10001 | Baltimore, Philadelphia | Philadelphia, Wilmington and Baltimore | 20,000 00 |
| 10013 | { Bay View, Washington | Baltimore and Potomac | 21,900 00 |
| Pt. 11001 | { Washington, Quantico | | |
| Pt. 11001 | Quantico, Richmond | Richmond, Fredericksburgh and Potomac | 17,419 24 |
| 11008 | Richmond, Petersburg | Richmond and Petersburg | 4,199 48 |
| 11009 | Petersburgh, Weldon | Petersburgh | 11,600 00 |
| 13002 | Weldon, Wilmington | Wilmington and Weldon | 29,565 00 |
| Pt. 14002 | Wilmington, Florence | Wilmington, Columbia and Augusta | 20,375 00 |
| 14005 | Florence, Charleston | Northeastern | 9,975 00 |
| 14004 | Charleston, Savannah | Savannah and Charleston | 4,000 00 |
| 11002 | { Alexandria, Lynchburgh | Virginia Midland | 29,105 00 |
| 11016 | { Lynchburgh, Danville | | |
| 11006 | { Richmond, Danville | Richmond and Danville..... | 18,840 72 |
| 15001 | { Danville, Charlotte | | |
| 15001 | Charlotte, Atlanta | do | 26,430 43 |
| 18004 | Tocoi, Saint Augustine | Saint John's | 406 00 |
| | | | <hr/> 374,539 64 |

| No. of route. | State and terminal. | Title of company. | Character of service. | Miles. | Date of commencement. |
|-----------------------|-----------------------------------------------------------|-----------------------------------------|-----------------------|--------|-----------------------|
| MAINE. | | | | | |
| 9 | Milo Junction (n. o.), Brownville. | Bangor and Katahdin Iron Works Rwy. | New | 6.30 | Jan. 16, 1882 |
| 19 | Mechanics Falls, Canton; ext. Gilbertville. | Rumford Falls and Buckfield R. R. | Ext. | 1.63 | Jan. 23, 1882 |
| 1 | Boundary Line (n. o.), Presque Isle. | New Brunswick Rwy. | New | 30.04 | June 1, 1882 |
| NEW HAMPSHIRE. | | | | | |
| | None. | | | | |
| VERMONT. | | | | | |
| | None. | | | | |
| MASSACHUSETTS. | | | | | |
| 3042 | Boston, Oakdale. | Massachusetts Central R. R. | New | 41.24 | Jan. 16, 1882 |
| RHODE ISLAND. | | | | | |
| | None. | | | | |
| CONNECTICUT. | | | | | |
| 5007 | Waterbury, Providence; ext. Brewster Station. | New York and New England R. R. | Ext. | 40.86 | Oct. 1, 1881 |
| 5007 | Brewster Station, Providence; ext. Hopewell Junction. | do | do | 23.88 | Mar. 6, 1882 |
| NEW YORK. | | | | | |
| 6017 | New York, Brewster Station. | New York City and Northern R. R. | New | 52.50 | Sept. 15, 1881 |
| 6023 | Long Island City, Sag Harbor; ext. Ponchoque to Eastport. | Long Island R. R. | Ext. | 15.41 | Aug. 1, 1881 |
| 6049 | Wellsville, Bolivar. | Bradford, Eldred and Cuba R. R. | New | 16.53 | Jan. 16, 1882 |
| 6059 | Olean, Angelica. | Albany Central R. R. | do | 40.51 | Feb. 23, 1882 |
| 6077 | Saratoga Springs, Schuylerville. | do | do | 13.55 | Mar. 28, 1882 |
| 6049 | Wellsville, Bolivar; ext. Eldred, Pa. | Bradford, Eldred and Cuba R. R. | Ext. | 5.37 | Apr. 3, 1882 |
| 6117 | Manor Junction (n. o.), Eastport Junction (n. o.) | Long Island R. R. | New | 5.37 | June 1, 1882 |
| 6118 | Phoenicia, Hunter. | Stony Clove and Catskill Mountain R. R. | do | 15.24 | June 19, 1882 |
| NEW JERSEY. | | | | | |
| 7018 | Easton, Pa., Perth Amboy, N. J. | Lehigh Valley R. R. | New | 62.37 | Aug. 1, 1881 |
| 7016 | Discontinued January 31, 1882. | West Jersey R. R. | New | 34.71 | Feb. 1, 1882 |
| 7019 | Newfield, Atlantic City. | Pleasantville and Ocean City R. R. | do | | Mar. 1, 1882 |
| 7020 | Pleasantville, Somers Point. | | | | |

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

| No. of route. | State and termini. | Title of company. | Character of service. | Miles. | Date of commencement. |
|------------------------------|-----------------------------------------------------|-------------------------------------------|-----------------------|--------|-----------------------|
| NEW JERSEY—Continued. | | | | | |
| 7045 | Haddonfield, Medford | Philadelphia, Marlton and Medford R. R. | New | 12.37 | Mar. 1, 1882 |
| 7040 | High Bridge, Port Ormon | Central Railroad Company of New Jersey | Ext. | 4.90 | Apr. 20, 1882 |
| 7052 | Belvidere, Andover, N. J. | Lehigh and Hudson River Rwy. | New | 24.37 | June 1, 1882 |
| PENNSYLVANIA. | | | | | |
| 8081 | Pittsburgh, Monongahela City; ext. West Brownsville | Pennsylvania R. R. | Ext. | 23.32 | July 1, 1881 |
| 8084 | Leddo, Freeport | Lehigh Valley R. R. | New | 3.24 | July 1, 1881 |
| 8063 | Bellefonte, Snow Shoe | Pennsylvania R. R. | do | 22.25 | Aug. 15, 1881 |
| 8107 | Reading, Lineville Station | do | do | 21.10 | Dec. 19, 1881 |
| 8128 | Portland, Bangor; ext. Penn Argy | Bangor and Portland Rwy. | Ext. | 6.66 | Jan. 16, 1882 |
| 8103 | Sheffield, Brookston | Tionesta Valley R. R. | New | 7.83 | May 1, 1882 |
| 8113 | Tyrone, Benore | Pennsylvania R. R. | do | 25.84 | May 1, 1882 |
| DELAWARE. | | | | | |
| None. | | | | | |
| MARYLAND. | | | | | |
| 10021 | Edgemont (n. o.), Waynesboro; ext. Chambersburg | Western Maryland R. R. | Ext. | 14.25 | Sept. 21, 1881 |
| 10022 | Baltimore, Towson | Baltimore and Delta Rwy. | New | 7.31 | May 1, 1882 |
| VIRGINIA. | | | | | |
| 11026 | Norfolk, Va., Elizabeth City, N. C. | Elizabeth City and Norfolk R. R. | New | 46.15 | July 15, 1881 |
| 11027 | Richmond, Galt Mills; ext. Lynchburg | Richmond and Allegany R. R. | Ext. | 15.49 | Aug. 24, 1881 |
| 11028 | Williamsport, Glenwood; ext. Lynchburg | do | do | 32.50 | Sept. 26, 1881 |
| 11029 | Norfolk, Elizabeth City; ext. Edenton | Elizabeth City and Norfolk R. R. | New | 27.90 | Dec. 20, 1881 |
| 11029 | Bacony Falls, Lexington | Danville and New River R. R. | do | 23.50 | Feb. 1, 1882 |
| 11017 | Chester, Wintercock; ext. Bermuda Hundreds | Richmond and Allegany R. R. | do | 20.50 | Feb. 15, 1882 |
| 11030 | Luraine (n. o.), Hungary (n. o.) | Bright Hope Rwy. | Ext. | 10.06 | Mar. 15, 1882 |
| 11028 | Danville, Cascade; ext. Stockton | Richmond and Danville R. R. | New | 12 | Apr. 24, 1882 |
| 11005 | Richmond, Ashland; ext. to begin at Newport News | Danville and New River R. R. | Ext. | 10.20 | May 1, 1882 |
| 11021 | Hagerstown, Waynesborough; ext. Roanoke | Chesapeake and Ohio Rwy. | do | 75.50 | May 1, 1882 |
| | | Shenandoah Valley R. R. | do | 93 | June 19, 1882 |
| WEST VIRGINIA. | | | | | |
| 12007 | Piedmont, Elk Garden | West Virginia Central and Pittsburgh Rwy. | New | 14.50 | Oct. 20, 1881 |

NORTH CAROLINA

| | | | | |
|-------|----------------------------------------|------|-------|----------------|
| 18008 | Salisbury, West; ext. French Broad | Ext. | 11.30 | Aug. 15, 1881 |
| 18009 | Salisbury, French Broad; ext. Marshall | do | 12.53 | Oct. 5, 1881 |
| 18010 | Salisbury, Marshall; ext. W. Springs | do | 17.13 | May 1, 1882 |
| 18011 | Asheville, Reconnected May 22, 1882 | do | 17.13 | May 1, 1882 |
| 18014 | Oxford, Henderson | New | 13.40 | Sept. 20, 1881 |

SOUTH CAROLINA.

| | | | | |
|-------|--------------|-----|----|--------------|
| 14015 | Lane, Sumter | New | 40 | Apr. 3, 1882 |
|-------|--------------|-----|----|--------------|

GEORGIA.

| | | | | |
|-------|--------------------------------------|------|-------|----------------|
| 15035 | Rawell Junction (n. o.), Roswell | New | 11 | Sept. 1, 1881 |
| 15036 | Old service restored | Ext. | 13.73 | Sept. 18, 1881 |
| 15016 | Albany, Arlington; ext. Blakely | New | 40.20 | Jan. 1, 1882 |
| 15037 | Augusta, Ga., Tucker's Pond, S. C. | Ext. | 17.30 | Mar. 22, 1882 |
| 15038 | Augusta, Tucker's Pond; ext. Millway | New | 23.20 | July 1, 1880 |
| 15041 | Cuthbert, Fort Gaines | Ext. | 11.20 | June 12, 1882 |
| 15037 | Augusta, Millway; ext. Greenwood | Ext. | 11.20 | June 12, 1882 |

FLORIDA.

| | | | | |
|-------|-----------------------------------|------|-------|--------------|
| 16012 | Palatka, Gainesville | New | 49.49 | Dec. 1, 1881 |
| 16007 | Sandford, Orlando; ext. Kissimmee | Ext. | 16.95 | May 15, 1882 |

ALABAMA.

| | | | | |
|-------|----------------------|-----|------|---------------|
| 17018 | Boyd's Switch, Menlo | New | 7.11 | July 18, 1881 |
|-------|----------------------|-----|------|---------------|

MISSISSIPPI.

| | | | | |
|-------|----------------------------------------|------|-------|---------------|
| 18010 | Natchez, Martin; ext. Saint Elmo | Ext. | 8.85 | Oct. 17, 1881 |
| 18013 | Stoneville, Johnesville | New | 20.43 | Mar. 1, 1882 |
| 18012 | Vicksburg, Natchez; ext. Port Gibson | Ext. | 11.08 | May 8, 1882 |
| 18004 | Mobile, Columbus, Ky.; ext. Cairo, Ill | do | 23.20 | May 22, 1882 |

TENNESSEE.

| | | | | |
|-------|------------------------------------------|------|-------|---------------|
| 19013 | Tullahoma, McMinnville; ext. Rock Island | Ext. | 13.18 | Nov. 1, 1881 |
| 19018 | Johnson City, Hampton | New | 15.20 | Mar. 1, 1882 |
| 19017 | Columbia, Mount Pleasant; ext. Terry | Ext. | 3.73 | May 1, 1882 |
| 19009 | Morristown, Wolf Creek; ext. Warm Spring | do | 10.32 | June 12, 1882 |

KENTUCKY.

| | | | | |
|-------|-------------------------------------------|------|-------|---------------|
| 20028 | King's Mountain Station, Middleburgh | New | 9.75 | Nov. 3, 1881 |
| 20026 | Shelbyville, Taylorville; ext. Bloomfield | Ext. | 9.94 | Dec. 15, 1881 |
| 20009 | Patterson, Tumble; ext. Bersburg | do | 18.87 | Jan. 10, 1882 |
| 20029 | Mount Sterling, Geigerville | New | 70.30 | Feb. 1, 1882 |

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

| No. of route. | State and termini. | Title of company. | Character of service. | Miles. | Date of commencement. |
|----------------------------|--------------------------------------------------------------------|---------------------------------------------------|-----------------------|--------|-----------------------|
| KENTUCKY—Continued. | | | | | |
| 20027 | Ashland, Louisa; ext. Peach Orchard. | Chattahoo Rwy | Ext. | 12.06 | Feb. 15, 1882 |
| 20014 | Owensboro', Stroud; ext. Beaver. | Owensboro' and Nashville R. R. | do. | 4 | Feb. 17, 1882 |
| OHIO. | | | | | |
| 21077 | Nelsonville, New Straitsville | Columbus and Hocking Valley R. R. | New. | 28.68 | July 1, 1881 |
| 21078 | Norwood, Lebanon | Cincinnati Northern Rwy | do. | 24.94 | July 4, 1881 |
| 21031 | Columbus, Ironton; ext. Coal Grove | Seloto Valley R. R. | Ext. | 4.36 | July 1, 1881 |
| 21080 | Columbus, Amelia; ext. Bethel | Cincinnati and Portsmouth R. R. | do. | 7.62 | July 25, 1881 |
| 21085 | Delphos, Marietta; ext. Kokomo | Toledo, Delphos and Burlington R. R. | do. | 28.95 | Aug. 10, 1881 |
| 21079 | Salem, Chagrin Falls; ext. Kokomo | Chagrin Falls and Southern R. R. | do. | 5.50 | Sept. 1, 1881 |
| 21075 | Van Wert, Shreve's Crossing; ext. to begin Cavetta. | Cincinnati, Van Wert and Michigan R. R. | New. | 5.98 | Sept. 15, 1881 |
| 21078 | Norwood, Lebanon; ext. Cincinnati | Cincinnati Northern Rwy | Ext. | 5.62 | Sept. 25, 1881 |
| 21075 | Gavett, Shreve's Crossing; ext. begin Paulding | Cincinnati, Van Wert and Michigan R. R. | do. | 2.24 | Oct. 19, 1881 |
| 21075 | Llewellyn, Shreve's Crossing; ext. begin Paulding | do. | do. | 10.00 | Dec. 1, 1881 |
| 21060 | Columbus, Bethel; ext. begin Hamorville | Eastern Ohio R. R. | do. | 5.95 | Jan. 16, 1882 |
| 21069 | Canton, Delroy; ext. to Shreveport | Cincinnati and Portsmouth R. R. | do. | 50.64 | Feb. 1, 1882 |
| 21082 | Batavia Junction, Winchester; ext. Youngsville | Conorton Valley R. R. | do. | 7.70 | Feb. 1, 1882 |
| 21081 | Delphos, Pendleton | Cincinnati and Eastern Rwy | do. | 6.35 | Feb. 1, 1882 |
| 21082 | Batavia Junction (n. o.), Youngsville; ext. to begin at Cincinnati | Wheeling and Lake Erie R. R. | New. | 87.04 | Feb. 20, 1882 |
| 21081 | Cincinnati, Youngsville; ext. to begin at Wilson | Cleveland, Delphos and Saint Louis R. R. | do. | 23.28 | Feb. 20, 1882 |
| 21081 | Toledo, Dayton; ext. Dodds | Cincinnati and Eastern Rwy | Ext. | 9.03 | Apr. 4, 1882 |
| 21078 | Cincinnati, Lebanon; ext. Dodds | do. | do. | 4.01 | Apr. 17, 1882 |
| 21081 | Delphos, Pendleton; ext. to Bluffton | Toledo, Delphos and Burlington R. R. | do. | 23.90 | May 1, 1882 |
| 21087 | Allentown Junction, Claysville; ext. to begin at Jeffersonville | Cincinnati Northern Rwy | do. | 6.24 | May 1, 1882 |
| | | Cleveland, Delphos and Saint Louis R. R. | do. | 5.81 | May 22, 1882 |
| | | Columbus, Washington and Cincinnati Rwy | do. | 4.70 | June 12, 1882 |
| INDIANA. | | | | | |
| 22081 | Attica, Veedersburgh; ext. Yeddo | Chicago and Block Coal R. R. | Ext. | 6.09 | July 1, 1881 |
| 22040 | Covington, Snoddy Mills (part of 23042) | Chicago and Eastern Illinois R. R. | New. | 9.37 | June 16, 1879 |
| 22039 | Princeton, Owensville; ext. Cynthia | Evansville and Terre Haute R. R. | Ext. | 5.56 | Dec. 1, 1881 |
| 22041 | Stewartsville, New Harmony | Peoria, Decatur and Evansville Rwy | New. | 19.83 | Dec. 22, 1881 |
| 22015 | North Vernon, Greensboro; ext. Rushville | Cincinnati, Indianapolis, St. Louis & Chicago Rwy | Ext. | 19.83 | Jan. 1, 1882 |
| 22042 | New Castle, Rushville | Fort Wayne, Cincinnati and Louisville R. R. | New. | 24.84 | Mar. 22, 1882 |
| 22038 | Delphi, Kenschler; ext. Chicago, Ill. | Yoman, Hegler & Co. | Ext. | 71.60 | Apr. 5, 1882 |
| 22023 | Oakland City, Albion; ext. Mount Vernon | Louisville, Evansville and Saint Louis Rwy | do. | 47.44 | Apr. 24, 1882 |
| 22027 | Budler, Logansport; ext. Paulding | Wabash, Saint Louis and Pacific Rwy | do. | 120.57 | Oct. 24, 1881 |

ILLINOIS.

| | | | | |
|-------|--------------------------------------|------|-------|---------------|
| 22006 | Kansas, Westfield; ext. West Liberty | Ext. | 43.35 | Oct. 1, 1881 |
| 22008 | Peoria, Farmington | New | 24.85 | Dec. 20, 1881 |
| 22009 | Kankakee, Seneca | do | 43.42 | Feb. 10, 1882 |
| 22006 | Kansas, Westfield; ext. Danville | do | 49.48 | Mar. 25, 1882 |
| 22008 | Wellington, Chasun Park (n. o.) | Ext. | 12.84 | Apr. 1, 1882 |
| 22009 | Dwight, Mokena | New | 43.44 | June 1, 1882 |
| 22003 | Bates, Jerseyville | do | 53.79 | June 15, 1882 |

MICHIGAN.

| | | | | |
|-------|------------------------------------------------------|------|--------|---------------|
| 24028 | Marlette Junction (n. o.), Marlette; ext. May | Ext. | 13.91 | Nov. 1, 1881 |
| 24029 | Toledo, Ann Arbor; ext. South Lyon | do | 15.76 | Nov. 1, 1881 |
| 24025 | Marlette Junction (n. o.), May; ext. Vassar | do | 12.53 | Dec. 20, 1881 |
| 24045 | Butter's Junction (n. o.), Tallman; ext. Manistee | do | 23.81 | Jan. 10, 1882 |
| 24009 | Jackson, Gaylor; ext. Mackinaw City | do | 63.25 | Feb. 10, 1882 |
| 21047 | Other Lake Junction, Other Lake; ext. Watertown | do | 5.12 | Feb. 10, 1882 |
| 24049 | Saint Clair Junction (n. o.), Saginaw | New | 3.54 | Mar. 1, 1882 |
| 24050 | Buchanan, Berrien Springs | do | 11.03 | Mar. 1, 1882 |
| 24051 | Saint Ignace, Marquette | do | 149.70 | Feb. 25, 1882 |
| 24025 | Marlette Junction (n. o.), Vassar; ext. East Saginaw | Ext. | 18.60 | Mar. 20, 1882 |
| 24054 | East Saginaw, Sebewang | New | 38.24 | May 20, 1882 |
| 24032 | Powers, Florence; ext. Crystal Falls | Ext. | 15.35 | June 1, 1882 |

WISCONSIN.

| | | | | |
|-------|---------------------------------------------------------|------|-------|---------------|
| 25028 | Hudson, Chandler; ext. Gunderson | Ext. | 41.10 | Aug. 20, 1881 |
| 25037 | Merrill, Neillsville | New | 15.60 | Sept. 1, 1881 |
| 25038 | Madison, Montfort | do | 64.60 | Oct. 15, 1881 |
| 25004 | Milton Junction, Monroe; ext. Goldfield | Ext. | 33.59 | Oct. 20, 1881 |
| 25038 | Madison, Montfort; ext. Milwaukee | do | 81.71 | Feb. 10, 1882 |
| 25039 | Mazo Marie, Prairie du Lac | New | 10.23 | Feb. 10, 1882 |
| 25018 | Branch, Eland, Antigo; ext. Summit Lake Station (n. o.) | Ext. | 17.10 | Mar. 20, 1882 |

MINNESOTA.

| | | | | |
|-------|---------------------------------------------|------|--------|---------------|
| 23037 | Minneapolis, Benton | New | 33.86 | Aug. 1, 1881 |
| 23010 | Hastings, Ortonville; ext. Aberdeen | Ext. | 110.16 | Aug. 16, 1881 |
| 23001 | Duluth, Comba; ext. Glendive | do | 65.89 | Aug. 1, 1881 |
| 23029 | Lake Crystal, Blue Earth City; ext. Ellmore | do | 8.94 | Sept. 1, 1881 |
| 23038 | Minneapolis, Eagle City | New | 71.10 | Feb. 1, 1882 |
| 23021 | White Bear Lake, Fort Dodge; ext. Angus | Ext. | 49.78 | Feb. 20, 1882 |
| 23040 | Minneapolis, Clear Water | New | 51.14 | Apr. 10, 1882 |

IOWA.

| | | | | |
|-------|----------------------------------------|------|-------|---------------|
| 27052 | Tama, Webster City; ext. Eagle Grove | Ext. | 14.89 | Aug. 16, 1881 |
| 27006 | Jewell, Stratford | New | 15.17 | Aug. 10, 1881 |
| 27032 | Grinnell, Montezuma; ext. State Centre | Ext. | 33.16 | Sept. 1, 1881 |
| 27067 | Humeston, Van Wert | New | 18.51 | Sept. 1, 1881 |

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

| No. of route. | State and termini. | Title of company. | Character of service. | Miles. | Date of commencement. |
|-----------------|-------------------------------------------------|--------------------------------------------------|-----------------------|--------|-----------------------|
| Iowa—Continued. | | | | | |
| 27052 | Tama, Eagle Grove; ext. Alcona | Chicago and Northwestern Rwy | Ext | 34.13 | Oct. 15, 1881 |
| 27053 | Cedar Rapids, Clarion; ext. Goldfield | Burlington, Cedar Rapids and Northern Rwy | do | 9.52 | Oct. 15, 1881 |
| 27061 | Bethany, Junction (n. o.), Bethany; ext. Albany | Chicago, Burlington and Quincy R. R. | do | 16.93 | Nov. 1, 1881 |
| 27069 | Rock Valley, Eden | Chicago, Milwaukee and Saint Paul Rwy. | New | 9.73 | Dec. 1, 1881 |
| 27067 | Humboldt, Van Wert; ext. Grand River (n. o.) | Humboldt and Shenandoah R. R. | Ext | 10.41 | Dec. 1, 1881 |
| 27017 | Muscatine, Leavenworth; ext. Des Moines | Chicago, Rock Island and Pacific R. R. | do | 27.78 | Dec. 1, 1882 |
| 27063 | Cedar Rapids, Goldfield; ext. Emmitsburg | Burlington, Cedar Rapids and Northern Rwy | do | 33.27 | Jan. 16, 1882 |
| 27071 | Carroll City, Kirksville | Chicago and Northwestern Rwy | New | 34.69 | Feb. 1, 1882 |
| 27062 | Tama, Alcona; ext. Elmore | do | Ext | 32.08 | Feb. 1, 1882 |
| 27066 | Panna, Vinton; ext. Des Moines and Jefferson | Chicago and Northwestern Rwy | do | 38.91 | Feb. 1, 1882 |
| 27070 | Eagle Grove, Willow Glen Station (n. o.) | do | New | 38.12 | Feb. 1, 1882 |
| 27066 | Jewell, Stratford; ext. Lake City | Chicago, Rock Island and Pacific R. R. | Ext | 43.41 | Feb. 1, 1882 |
| 27072 | Branch, Cameron, Kansas City | Chicago, Milwaukee and Saint Paul Rwy | New | 55.78 | Feb. 15, 1882 |
| 27072 | Hannibal, Coon Rapids | do | do | 167.60 | Apr. 10, 1882 |
| 27073 | Hampton, Belmont | do | do | 22.82 | May 1, 1882 |
| 27079 | Marshalltown, Story City | Chicago and Northwestern Rwy | Ext | 38.27 | May 15, 1882 |
| 27079 | Eagle Grove, Willow Glen | do | New | 17.09 | May 16, 1882 |
| 27080 | Manning, Audubon | Saint Louis, Des Moines and Northern Rwy | do | 21.55 | May 16, 1882 |
| 27081 | Des Moines, Hutton | Fort Madison and Northwestern Rwy | Ext | 30.07 | June 15, 1882 |
| 27064 | Fort Madison, West Point; ext. Birmingham | Burlington and Northwestern Rwy | New | 22.59 | June 15, 1882 |
| 27062 | Winfield, Brighton | do | do | | |
| MISSOURI. | | | | | |
| 28019 | Quincy, Ill., Milan, Mo.; ext. Trenton | Wabash, Saint Louis and Pacific Rwy | Ext | 31.46 | July 25, 1881 |
| 28040 | Pleasant Hill, Nevada; ext. Lamar | Lexington and Southern R. R. | do | 24.30 | Sept. 22, 1881 |
| 28038 | Pierce City, Fayetteville; ext. Gunther | Saint Louis and San Francisco Rwy | do | 17.58 | Dec. 1, 1881 |
| 28046 | Pleasant Hill, Lamar; ext. Carthage | Lexington and Southern R. R. | do | 22.19 | Dec. 23, 1881 |
| 28046 | Corning, Westboro; ext. Northton | Kansas City, Saint Joseph & Council Bluffs R. R. | do | 6.50 | Jan. 10, 1882 |
| 28029 | Hannibal, Eolia; ext. Troy | Saint Louis, Hannibal and Keokuk R. R. | do | 22.85 | Feb. 1, 1882 |
| 28047 | Jefferson City, Russellville | Missouri Pacific Rwy | New | 19.47 | Feb. 8, 1882 |
| 28045 | Ida (n. o.), Cape Girardeau; ext. Lakeville | Cape Girardeau Rwy | Ext | 13.25 | Feb. 8, 1882 |
| 28020 | Saint Louis, Wichita; ext. Halstead | Saint Louis and San Francisco Rwy | do | 24.45 | Mar. 1, 1882 |
| 28048 | Acadia, Kans., Moreland (n. o.), Mo. | Kansas City, Fort Scott and Gulf R. R. | do | 10.33 | Mar. 8, 1882 |
| 28039 | Pierce City, Brentwood; ext. Winslow | Saint Louis and San Francisco Rwy | New | 4.02 | Apr. 5, 1882 |
| 28047 | Jefferson City, Russellville; ext. Eldon | Missouri Pacific Rwy | do | 18.88 | May 15, 1882 |
| 28029 | Hannibal, Troy; ext. Gilmore (n. o.) | Saint Louis, Hannibal and Keokuk R. R. | do | 15.51 | June 1, 1882 |
| ARKANSAS. | | | | | |
| 28068 | Helena, Marianna | Iron Mountain and Helena Rwy | New | 27.15 | July 26, 1881 |
| 28066 | Washington, Hope | Washington and Hope Rwy | do | 10.34 | Sept. 1, 1881 |

| | | | | | |
|-------------------|------------------------------------------------------------|----------------------------------------------------|------|--------|----------------|
| 39010 | Gordon, Camden | Saint Louis, Iron Mountain and Southern Rwy. | do | 34.28 | Dec. 1, 1881 |
| 39008 | Holena, Marianna | Iron Mountain and Helena Rwy. | do | 16.75 | Dec. 24, 1881 |
| 39011 | Searcy, Kennett | Searcy and West Point R. R. | Ext. | 4.70 | Feb. 15, 1882 |
| 39012 | Kuobel, Galineville | Saint Louis, Iron Mountain and Southern Rwy. | do | 13.40 | Mar. 13, 1882 |
| LOUISIANA. | | | | | |
| 30002 | New Orleans, Donaldsonville; ext. West Baton Rouge (n. o.) | New Orleans Pacific Rwy. | Ext. | 33.64 | Aug. 1, 1881 |
| 30003 | New Orleans, Washington; ext. Cheneyville | Morgan's Louisiana Railroad and Steamship Co. | do | 33.96 | Feb. 8, 1882 |
| 30003 | New Orleans, Cheneyville; ext. Alexandria | do | do | 25.39 | Mar. 1, 1882 |
| TEXAS. | | | | | |
| 31023 | Houston, Shepherd; ext. Moscow | Houston, East and West Texas Rwy. | Ext. | 34.53 | July 1, 1881 |
| 31017 | Denison City, Greenville; ext. Mineola | Missouri, Kansas and Texas Rwy. | do | 50.01 | July 1, 1881 |
| 31008 | Bremont, Morgan; ext. Dublin | Houston and Texas Central R. R. | do | 52.57 | July 16, 1881 |
| 31009 | Shreveport, Abilene; ext. Colorado | Texas Pacific Rwy. | do | 67.10 | Aug. 1, 1881 |
| 31029 | Beaumont, Woodville | Saline and East Texas Rwy. | New | 60.75 | Aug. 15, 1881 |
| 31030 | Dallas, Denton | Dallas and Wichita Rwy. | do | 37.85 | Sept. 1, 1881 |
| 31011 | Sherman, Texarkana; ext. commence Whiteboro' | Texas Pacific Rwy. | Ext. | 17.09 | Sept. 1, 1881 |
| 31025 | Texarkana, Athens; ext. commence Waco | Texas and Saint Louis Rwy. | do | 92.41 | Sept. 1, 1881 |
| 31005 | Bremont, Dublin; ext. Cisco | Houston and Texas Central R. R. | do | 47.91 | Sept. 26, 1881 |
| 31031 | Dallas, Kaufman | Texas Trunk R. R. | New | 36.25 | Sept. 26, 1881 |
| 31016 | El Paso, Elizatio | Corpus Christi, San Diego & Rio Grande N. G. R. R. | Ext. | 110.02 | Nov. 1, 1881 |
| 31033 | Temple, Cleburne | Galveston, Harrisburg and San Antonio Rwy. | New | 21.62 | Dec. 1, 1881 |
| 31028 | Whiteboro', Fort Worth; ext. Waco | Gulf, Colorado and Santa Fe Rwy. | do | 99.30 | Dec. 1, 1881 |
| 31002 | Houston, San Antonio; ext. Uvalde | Texas Pacific and Missouri Pacific Rwy. | Ext. | 92.88 | Dec. 15, 1881 |
| 31009 | Shreveport, Colorado; ext. El Paso | Galveston, Harrisburg and San Antonio Rwy. | do | 386.40 | Jan. 1, 1882 |
| 31007 | Palestine, San Antonio; ext. Laredo | Texas and Pacific Rwy. | do | 153.18 | Jan. 1, 1882 |
| 31033 | Temple, Cleburne; ext. Fort Worth | International and Great Northern R. R. | do | 29.00 | Feb. 1, 1882 |
| 31005 | Bremont, Cisco; ext. Albany | Gulf, Colorado and Santa Fe Rwy. | do | 33.38 | Feb. 15, 1882 |
| 31035 | Dallas, Cleburne | Houston and Texas Central R. R. | do | 55.05 | Mar. 1, 1882 |
| 31036 | Richmond, Wharton | Chicago, Texas and Mexican Central Rwy. | New | 26.38 | Mar. 15, 1882 |
| INDIAN TERRITORY. | | | | | |
| 32001 | Atoka, Lehigh | Missouri Pacific Rwy. | New | 8.05 | May 22, 1882 |
| KANSAS. | | | | | |
| 33030/ | Fort Scott, Iola | Saint Louis, Fort Scott and Wichita R. R. | New | 42.64 | Oct. 20, 1881 |
| 33030 | Florence, Lyons; ext. Ellingwood | Atchison, Topeka and Santa Fe R. R. | Ext. | 19.76 | Nov. 3, 1881 |
| 33017 | Florence, Eldorado; ext. Douglas | do | do | 24.02 | Dec. 1, 1881 |
| 33013 | Leavenworth, Garrison; ext. Clay Centre | Kansas Central R. R. | do | 30.97 | Jan. 2, 1882 |
| 33030/ | Fort Scott, Iola; ext. Yates Centre | Saint Louis, Fort Scott and Wichita R. R. | do | 18.58 | Jan. 2, 1882 |
| 33026 | Concordia, Logan; ext. Lenora | Central Branch Union Pacific Rwy. | do | 12.68 | Mar. 10, 1882 |
| 33030/ | Fort Scott, Yates Centre; ext. Tonto | Saint Louis, Fort Scott and Wichita R. R. | do | 12.68 | Apr. 1, 1882 |
| 33013 | Leavenworth, Clay Centre; ext. Miltonvale | Kansas Central R. R. | do | 18.47 | May 1, 1882 |

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

| No. of route. | State and termini. | Title of company. | Character of service. | Miles. | Date of commencement. |
|--------------------------|---------------------------------------------------|-----------------------------------------------|-----------------------|--------|-----------------------|
| NEBRASKA. | | | | | |
| 34016 | Eudicutt, Red Cloud; ext. Beatrice | Republican Valley R. R. | Ext. | 39.87 | Sept. 1, 1881 |
| 34018 | Fremont Junction (n. o.), Creighton | Fremont, Elk Horn and Missouri Valley R. R. | New | 42.48 | Sept. 1, 1881 |
| 34019 | Fremont, Neligh; ext. O'Neill City | do | Ext. | 39.82 | Sept. 15, 1881 |
| 34020 | Hastings, Indianola; ext. Culbertson | Republican Valley R. R. | do | 23.41 | Nov. 21, 1881 |
| 34021 | Nemaha, Calvert | do | New | 10.06 | Nov. 21, 1881 |
| 34022 | Fremont, O'Neill City; ext. Long Pine | Fremont, Elk Horn and Missouri Valley R. R. | Ext. | 57.47 | Dec. 15, 1881 |
| 34023 | Wynona, Table Rock | Republican Valley R. R. | New | 39.18 | Jan. 25, 1882 |
| 34024 | Emerson Junction (n. o.), Norfolk | Chicago, St. Paul, Minneapolis and Omaha Rwy. | do | 46.67 | June 1, 1882 |
| DAKOTA TERRITORY. | | | | | |
| 35007 | Flandreau, Dell Rapids | Chicago, Milwaukee and Saint Paul Rwy. | New | 19.50 | July 1, 1881 |
| 35008 | Egan, Madison | do | do | 24.81 | July 1, 1881 |
| 35009 | Marion, Mitchell; ext. Chamberlain | do | Ext. | 67.33 | Aug. 16, 1881 |
| 35010 | Milbank, Winnet | do | New | 16.87 | Aug. 16, 1881 |
| 35011 | Huron, Redfield | Chicago and Northwestern Rwy. | do | 40.87 | Sept. 1, 1881 |
| 35012 | Egan, Redfield; ext. Ordway | do | Ext. | 50.08 | Nov. 10, 1881 |
| 35013 | Egan, Madison; ext. Howard | Chicago, Milwaukee and Saint Paul Rwy. | do | 21.67 | Jan. 10, 1882 |
| 35014 | Grand Forks, Grafton | Saint Paul, Minneapolis and Manitoba Rwy. | New | 39.84 | Feb. 1, 1882 |
| 35015 | Cassellton, Mayville | Cassellton Branch R. R. | do | 36.13 | Feb. 16, 1882 |
| 35016 | Grand Forks, Stickney; ext. Larimore | Saint Paul, Minneapolis and Manitoba Rwy. | Ext. | 17.02 | Mar. 1, 1882 |
| 35017 | Flandreau, Dell Rapids; ext. Sioux Falls | Chicago, Milwaukee and Saint Paul Rwy. | do | 19.67 | Mar. 1, 1882 |
| COLORADO. | | | | | |
| 38009 | Arkansas, Mayaville | Denver and Rio Grande Rwy. | New | 12.50 | July 11, 1881 |
| 38010 | Cannon City, West Cliff (n. o.) | do | do | 33.50 | Aug. 16, 1881 |
| 38011 | Alamosa, Del Norte | do | do | 31.50 | Aug. 16, 1881 |
| 38012 | Selida, Big Horn Station (n. o.) | do | do | 43.00 | Aug. 16, 1881 |
| 38013 | Leadville, Kokomo | do | do | 18.75 | Aug. 15, 1881 |
| 38014 | Selida, Big Horn Station (n. o.) ext. to Gunnison | do | do | 32.75 | Sept. 20, 1881 |
| 38015 | Nathrop, Hancock | Union Pacific Rwy. | do | 21.95 | Nov. 1, 1881 |
| 38016 | Mears, Villa Grove | Denver and Rio Grande Rwy. | do | 19.58 | Nov. 25, 1881 |
| 38017 | Gunnison, Crested Butte | do | do | 23.07 | Jan. 2, 1882 |
| 38018 | Julisburg, Lasalle Station (n. o.) | Union Pacific Rwy. | do | 150.80 | Jan. 2, 1882 |
| 38019 | Leadville, Red Cliff | Denver and Rio Grande Rwy. | do | 92.00 | Jan. 16, 1882 |
| 38020 | Leadville, Kokomo; ext. Wheeler | do | Ext. | 5.25 | Mar. 16, 1882 |
| 38021 | Mears, Villa Grove; ext. Haumann | do | do | 8.25 | Apr. 15, 1882 |
| NEW MEXICO. | | | | | |
| 39002 | Antonito, Chama; ext. Anasco | Denver and Rio Grande Rwy. | Ext. | 22.60 | July 1, 1881 |

| | | | | | |
|-----------------------|------------------------------------------------------|-----------------------------------------------|----------|--------|----------------|
| 39004 | Thorne Las Cruces..... | Atchison, Topeka and Santa Fe R. R. | Nov..... | 31.85 | July 1, 1881 |
| 39005 | Deuling, El Paso..... | South Pacific Railroad of N. Mex. and Arizona | do..... | 38.75 | Aug. 15, 1881 |
| 39006 | Antonio, Amargo; ext. Durango..... | Denver and Rio Grande Rwy. | Ext..... | 85.20 | Aug. 16, 1881 |
| 39004 | Thorn, Las Cruces; ext. El Paso..... | Atchison, Topeka and Santa Fe R. R. | do..... | 43.46 | Nov. 1, 1881 |
| 39003 | Albuquerque, Fort Wingate; ext. Brigham City..... | Atlantic and Pacific R. R. | do..... | 138.82 | Dec. 10, 1881 |
| ARIZONA. | | | | | |
| 4 | None. | | | | |
| UTAH TERRITORY. | | | | | |
| 41009 | Provo City, Schofield..... | Utah and Pleasant Valley Rwy. | New..... | 59.36 | Nov. 1, 1881 |
| 41010 | Salt Creek, Wales..... | San Pete Valley Rwy. | do..... | 23.24 | June 1, 1882 |
| 41003 | Ogden City, Dillon; ext. Butte City..... | Utah and Northern Rwy. | Ext..... | 68.85 | Jan. 10, 1882 |
| WASHINGTON TERRITORY. | | | | | |
| 43001 | Kalama, Wilkeson; ext. Carbonado..... | Northern Pacific R. R. | Ext..... | 3.50 | Aug. 1, 1881 |
| 43008 | Walla Walla, Dayton..... | Oregon Railway and Navigation Company | New..... | 40.05 | Sept. 20, 1881 |
| 43009 | Wallula, Spokane Bridge..... | Northern Pacific R. R. | do..... | 170.00 | Sept. 20, 1881 |
| 43009 | Wallula, Spokane Bridge; ext. Rathdrum..... | do..... | Ext..... | 18.00 | Oct. 20, 1881 |
| 43009 | Wallula, Rathdrum; ext. Ventnor (n. o.)..... | do..... | do..... | 30.00 | Dec. 1, 1881 |
| OREGON. | | | | | |
| 44006 | Saint Paul, Brownsville..... | Oregonian Rwy. | New..... | 65.84 | Sept. 1, 1881 |
| 44007 | Dayton, Monmouth..... | do..... | do..... | 37.48 | Sept. 1, 1881 |
| 44008 | Sheridan Junction Station (n. o.); Sheridan..... | do..... | do..... | 7.00 | Sept. 1, 1881 |
| NEVADA. | | | | | |
| 45004 | Mound House, Hawthorne..... | Carson and Colorado R. R. | New..... | 100.00 | July 16, 1881 |
| 45004 | Mound House (n. o.), Hawthorne; ext. Candalaria..... | do..... | Ext..... | 58.80 | Mar. 15, 1882 |
| CALIFORNIA. | | | | | |
| | None. | | | | |

TABLE M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service, from 1836 to June 30, 1882.

| Date. | Length of routes. | Annual transportation. | Cost per annum. | Increase in length of routes. | Decrease in length of routes. |
|------------------|-------------------|------------------------|-----------------|-------------------------------|-------------------------------|
| | Miles. | Miles. | | Miles. | Miles. |
| June 30, 1836 | | *1,878,296 | | | |
| June 30, 1837 | 974 | *1,793,024 | *307,444 | | |
| June 30, 1838 | | *2,356,852 | *404,123 | | |
| June 30, 1839 | | *3,396,655 | *520,602 | | |
| June 30, 1840 | | *3,889,053 | *595,353 | | |
| June 30, 1841 | | *3,946,450 | *585,943 | | |
| June 30, 1842 | 3,001 | *4,424,262 | *432,568 | 2,117 | |
| June 30, 1843 | | *5,692,402 | *733,687 | | |
| November 4, 1843 | 3,714 | (*) | 531,752 | 623 | |
| June 30, 1844 | | *5,747,355 | *802,006 | | |
| June 30, 1845 | | *6,484,592 | *843,430 | | |
| October 31, 1845 | 4,092 | (*) | 587,769 | | |
| June 30, 1846 | | *7,781,828 | *870,570 | | |
| November 1, 1846 | 4,402 | | 587,769 | 310 | |
| June 30, 1847 | | 4,170,403 | 587,475 | | |
| November 1, 1847 | 4,735 | | 597,923 | 333 | |
| June 30, 1848 | | 4,327,400 | 584,192 | | |
| October 1, 1848 | 4,957 | | 587,204 | 222 | |
| June 30, 1849 | 5,497 | 4,861,177 | 635,740 | 540 | |
| June 30, 1850 | 6,886 | 6,524,593 | 818,227 | 1,389 | |
| June 30, 1851 | 8,255 | 8,364,503 | 985,019 | 1,369 | |
| June 30, 1852 | 10,146 | 11,082,768 | 1,275,520 | 1,891 | |
| June 30, 1853 | 12,415 | 12,986,705 | 1,601,329 | 2,969 | |
| June 30, 1854 | 14,440 | 15,433,389 | 1,758,610 | 2,025 | |
| June 30, 1855 | 18,333 | 19,202,489 | 2,073,089 | 3,893 | |
| June 30, 1856 | 20,323 | 21,809,296 | 2,310,389 | 1,990 | |
| June 30, 1857 | 22,540 | 24,267,944 | 2,559,847 | 2,207 | |
| June 30, 1858 | 24,431 | 25,763,452 | 2,828,301 | 1,901 | |
| June 30, 1859 | 26,010 | 27,268,384 | 3,243,974 | 1,579 | |
| June 30, 1860 | 27,129 | 27,653,749 | 3,349,662 | 1,119 | |
| May 31, 1861 | 16,886 | 15,701,093 | 1,978,910 | | 6,886 |
| June 30, 1861 | 22,018 | 23,116,823 | 2,543,709 | 1,775 | |
| June 30, 1862 | 21,338 | 22,777,219 | 2,498,115 | | 680 |
| June 30, 1863 | 22,152 | 22,871,558 | 2,538,517 | 814 | |
| June 30, 1864 | 22,616 | 23,301,942 | 2,567,044 | 464 | |
| June 30, 1865 | 23,401 | 24,087,568 | 2,707,421 | 785 | |
| June 30, 1866 | 32,092 | 30,608,467 | 3,391,592 | 8,691 | |
| June 30, 1867 | 34,015 | 32,437,900 | 3,812,600 | 1,923 | |
| June 30, 1868 | 36,018 | 34,886,178 | 4,177,126 | 2,003 | |
| June 30, 1869 | 39,537 | 41,399,284 | 4,723,680 | 3,519 | |
| June 30, 1870 | 43,727 | 47,551,970 | 5,128,901 | 4,190 | |
| June 30, 1871 | 49,834 | 55,557,048 | 5,724,979 | 6,107 | |
| June 30, 1872 | 57,911 | 62,491,749 | 6,502,771 | 8,077 | |
| June 30, 1873 | 63,457 | 65,621,445 | 7,257,196 | 5,546 | |
| June 30, 1874 | 67,734 | 72,460,545 | 9,113,190 | 4,277 | |
| June 30, 1875 | 70,083 | 75,154,910 | 9,216,518 | 2,849 | |
| June 30, 1876 | 72,348 | 77,741,172 | 9,543,134 | 3,265 | |
| June 30, 1877 | 74,546 | 85,358,710 | \$9,033,936 | 2,198 | |
| June 30, 1878 | 77,120 | 92,120,395 | 9,566,595 | 2,574 | |
| June 30, 1879 | 79,991 | 93,092,992 | 10,507,590 | 2,871 | |
| June 30, 1880 | 85,320 | 96,497,463 | 10,498,946 | 5,329 | |
| June 30, 1881 | 91,569 | 103,521,229 | 11,613,368 | 6,249 | |
| June 30, 1882 | 100,563 | 113,995,318 | 12,753,184 | 8,994 | |

* Railroad and steamboat service combined; no separate report.

† Decrease caused by the discontinuance of service in the Southern States.

‡ Increase attributable in part to the resumption of service in the Southern States.

§ Decrease in cost caused by reductions in the rates of pay under act of July 12, 1876.

|| Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

TABLE N.—Statement of all contracts for mail-bags, mail-catchers, mail-bag tags, mail-bag label-cases, fasteners, use of patents, and mail locks and keys, in operation June 30, 1892.

| Articles contracted for. | Name of contractor. | Residence. | Term of contract. | Contract prices. | | | | |
|--------------------------------|------------------------------------|-------------------|-----------------------------------------------------------------------|------------------|-------------|-------------|-------------|---------------|
| | | | | Size No. 0. | Size No. 1. | Size No. 2. | Size No. 3. | Size No. 4. |
| Cotton-canvas mail-bags | John Boyle | New York, N. Y. | Four years from January 1, 1881 | \$1 15 | \$1 02 | \$0 80 | \$0 20 | |
| Registered foreign mail-bags | do | do | do | 97 | 41 | 24 | 16 | |
| Inf-canvas mail-bags | do | do | do | | 67 | 52 | 14 | |
| Leather horse-mail bags | J. C. Lighthouse | Rochester, N. Y. | do | | 6 00 | 5 20 | 4 53 | |
| Leather mail pouches | do | do | do | | | 5 61 | 4 55 | \$3 50 \$2 60 |
| Though registered mail pouches | John Boyle | New York, N. Y. | do | | | 4 90 | 3 91 | |
| Mail-catcher pouches | do | do | do | | | | | |
| Coin mail-bags | do | do | do | | | | | \$0 05 |
| Printed wooden tags | John A. Plumley | Washington, D. C. | One year from October 15, 1881 | | | | | 902 |
| Mail-bag label-cases (iron) | Eagle Lock Company | Terryville, Conn. | do | | | | | 10 |
| Mail-bag label-cases (brass) | do | do | do | | | | | 25 |
| Mail-bag catchers | Younglove & Co | Cleveland, Ohio | Determinable at any time by the Postmaster-General | | | | | 15 00 |
| Sockets for catchers | do | do | do | | | | | 40 |
| Use of patent | Beckel & Horner | Muncie, Ind. | do | | | | | 30 |
| Do | John Boyle | New York, N. Y. | do | | | | | 10 |
| Do | George A. Sheridan | Washington, D. C. | do | | | | | 07 |
| General mail locks | The Smith & Egge Manufacturing Co. | Bridgeport, Conn. | 4, 8, or 12 years from Sept. 1, 1890, at option of Postmaster-General | | | | | 52 |
| Keys to same | do | do | do | | | | | 09 |
| Through mail locks | do | do | do | | | | | 75 |
| Keys to same | do | do | do | | | | | 12 |
| City mail-service locks | do | do | do | | | | | 34 |
| Keys to same | do | do | do | | | | | 09 |
| Street letter-box locks | do | do | do | | | | | 85 |
| Keys to same | do | do | do | | | | | 15 |
| Through registered mail-locks | W. F. Bassey | Oxford, N. C. | do | | | | | 2 50 |
| Keys to same | do | do | do | | | | | 25 |

TABLE O.—Statement of the number, description, and prices of mail-bags, mail-catchers, &c., purchased, and of the expense incurred on account thereof, during the fiscal year ended June 30, 1882.

| Number. | Description. | Size. | Prices. | Cost. | Aggregate. |
|---------|---------------------------------------------------------------|-------|---------|-------------|-------------|
| 3,000 | Leather mail-pouches | No. 2 | \$5 61 | \$16,830 00 | |
| 2,300 | do | No. 3 | 4 55 | 10,465 00 | |
| 1,000 | do | No. 4 | 3 50 | 3,500 00 | |
| 1,000 | do | No. 5 | 2 60 | 2,600 00 | |
| 7,300 | | | | | \$33,395 00 |
| 500 | Through registered mail-pouches | No. 1 | 7 00 | 3,500 00 | |
| 500 | do | No. 2 | 4 99 | 2,495 00 | |
| | Royalty for patent applied to same | No. 2 | 10 | 50 00 | |
| 1,000 | | | | | 6,045 00 |
| 500 | Mail-catcher pouches | | 3 91 | 1,955 00 | |
| | Royalty for patent applied to same | | 10 | 50 00 | |
| 1,100 | Leather horse-mail bags | No. 1 | 6 00 | 6,600 00 | |
| 700 | do | No. 2 | 5 29 | 3,703 00 | |
| 100 | do | No. 3 | 4 53 | 453 00 | |
| | Expenses of inspecting same | | | 28 53 | |
| 1,900 | | | | | 10,784 53 |
| 80,000 | Jute-canvas mail-sacks | No. 1 | 67½ | 54,200 00 | |
| 9,000 | do | No. 3 | 14 | 1,260 00 | |
| 89,000 | | | | | 55,460 00 |
| 300 | Cotton-canvas mail-sacks | No. 0 | 1 15 | 345 00 | |
| 500 | do | No. 1 | 1 02 | 510 00 | |
| 500 | do | No. 3 | 20 | 100 00 | |
| 1,300 | | | | | 955 00 |
| 500 | Foreign registered mail-sacks | No. 1 | 41½ | 207 50 | |
| 500 | do | No. 2 | 24½ | 122 50 | |
| 500 | do | No. 3 | 16 | 80 00 | |
| 1,500 | | | | | 410 00 |
| 350,000 | Printed wooden tags | | 002½ | 816 67 | |
| 600,000 | do | | 002½ | 1,350 00 | |
| | | | | | 2,166 67 |
| 150,000 | Tie-sack fasteners | | 19 | | 28,500 00 |
| 20,000 | Iron label-cases | | 10 | 2,000 00 | |
| 3,000 | Brass label-cases | | 25 | 750 00 | |
| | | | | | 2,750 00 |
| 1,500 | Sheets mail-bag label-cards | | 09½ | | 144 25 |
| 300 | Mail-bag catchers | | 15 00 | 4,500 00 | |
| 169 | Mail-bag catchers, repaired | | | 106 76 | |
| | | | | | 4,606 76 |
| | Repairs of mail-bags of every description | | | | 51,156 67 |
| | Total expense on account of mail-bags and mail-catchers | | | | 198,390 88 |
| | Unexpended balance of appropriation | | | | 1,619 12 |
| | Amount of appropriation | | | | 200,000 00 |

TABLE P.—Statement of mail-locks purchased and repaired, and of the expense incurred on account thereof, during the year ended June 30, 1882.

| Quantities. | Description. | Price, each. | Cost. | Aggregate cost. |
|-------------|-------------------------------------------|--------------|-----------|-----------------|
| 399 | Iron mail-locks | \$0 58 | \$231 42 | |
| 29,554 | General mail-locks | 52 | 15,368 08 | |
| | | | | \$15,599 50 |
| 20,000 | Iron mail-locks, repaired | 40 | 8,000 00 | |
| 4,000 | Street letter-box locks, repaired | 35 | 1,400 00 | |
| | | | | 9,400 00 |
| | Total expense for mail-locks | | | 34,999 50 |
| | Unexpended balance of appropriation | | | 50 |
| | Amount of appropriation | | | 35,000 00 |

TRANSFER OF MAILS

BETWEEN

**RAILROAD DEPÔTS AND POST-OFFICES IN THE
LARGER CITIES.**

LETTER FROM THE CHIEF POST-OFFICE INSPECTOR.

TRANSFER OF MAILS BETWEEN RAILROAD DEPOTS AND POST-OFFICES IN THE LARGER CITIES.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., October 19, 1882.

SIR: I have the honor to recommend for your consideration a plan which involves a radical change in the transportation of mails in large cities, affecting the "transfer" and "local station" service.

As you are well aware, the present system of letting to the lowest bidder for four years a contract to perform the service of delivery of mails at the railroads and post-offices has caused and is causing the greatest embarrassment and confusion.

I hazard the assertion that the conclusion is a tenable one, that it is impossible to secure reliable and satisfactory service under the present plan, and that this is a service which vitally affects our entire postal system. Complete failures have recently occurred at important points, creating great confusion. The service at other important points is in the hands of contractors who are not adequately responsible, and who are running the service possibly at a loss, their bondsmen being sufficiently responsible to justify them in giving to the government such service only as will suffice to prevent the contractor from being declared "a failing contractor," which action would result in greater loss to them than to continue the service.

Under such circumstances it is obvious that the government is but poorly served.

The contractor's outfit is such as will barely answer the purpose. The cheapest men obtainable are employed, and are not always paid their wages. They are constantly being shifted and changed, and not paid enough to secure suitable men at the start.

They are indifferent and careless in the performance of their duties.

The mails in large cities are in charge of such contractors and drivers, and are unaccompanied by postal officials in many instances. The risk is very great, both as to loss and robbery, and also as to failures in the service, which result in detentions of whole wagon-loads of mail at a time, depriving whatever section of country is thus affected of that prompt communication which a more efficient service would afford.

Experience proves that under the present system irresponsible bidders are quite certain to obtain the contracts for such service. Expensive wagons of special pattern are required, and all bidders understand that at the end of the contract term their wagons will have no value for other purposes.

It is fair to assume, therefore, that a careful bidder would add in bidding an estimate of the entire cost of an outfit, so that the government has really to purchase the plant.

If the government were to provide the horses, wagons, and necessary materials to perform this service at, say, five leading cities where

it is most important, reliable and efficient service would be secured at its prime cost, and I believe this is the only method by which reliable service can be secured and its proper performance guaranteed, or by which we can promise satisfactory results to any part of the postal service of the country, which all depends to a great extent upon this branch.

I therefore respectfully recommend that the necessary legislation be asked for of Congress and that estimates of the cost be furnished. I would outline the following plan:

That the law authorize the appointment of an officer as superintendent of this service for all of the points included in the plan; that he be selected for his special fitness for such duties as may devolve upon him, and be required to give ample bonds as a disbursing officer.

That stables be rented and horses and wagons purchased under the same plan now pursued by the War Department in purchasing supplies after public advertisement; that the highest grade of animals and material be secured, so that the best of service may be guaranteed, and the outfits present an appearance creditable to the department and the government.

At each of the cities selected an assistant superintendent should be appointed who will have charge of this service in that city. Competent and thoroughly reliable drivers and employes should be hired and paid a fair compensation, taking perhaps as a guide in this respect the organization of the best express-company service.

The regulations and rules governing the purchase of feed and supplies can easily be established, so that the interests of the government shall be protected and the best results secured.

I will present to you at the proper time statistics showing the number of animals, wagons, employes, &c., in use by contractors at each of the points where you may decide to recommend the adoption of such new service, together with an estimate of what would be required to put it in operation, and its probable cost, so that reliable estimates may be presented to Congress, with recommendation, in case it should be decided to lay the matter before that body.

Very respectfully,

DAVID B. PARKER,
Chief Inspector.

Hon. R. A. ELMER,
Second Assistant Postmaster-General.

REPORT
OF THE
GENERAL SUPERINTENDENT
OF
RAILWAY MAIL SERVICE
FOR
THE YEAR ENDED JUNE 30, 1882.

REPORT
OF THE
GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.

POST-OFFICE DEPARTMENT,
OFFICE GENERAL SUPERINTENDENT RAILWAY MAIL SERVICE,
Washington, D. C., October 23, 1882.

SIR: At the last session of Congress (Forty-seventh Congress, first session) an act was passed reorganizing the railway mail service in accordance with the recommendations of the Postmaster-General, and the suggestions of this office made in each annual report from and including that for 1879 to that for 1881. Under this act, which was approved July 31, 1882, an order of the Postmaster-General was issued to carry the same into effect, as follows:

ORDER OF THE POSTMASTER-GENERAL REORGANIZING THE RAILWAY MAIL SERVICE.

ORDER NO. 354.]

POST-OFFICE DEPARTMENT,
Washington, D. C., August 1, 1882.

In carrying into effect the act of Congress reorganizing the railway mail service, approved July 31, 1882, viz:

AN ACT to designate, classify, and fix the salaries of persons in the railway mail service.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That persons in the railway mail service, known as railway post-office clerks, route agents, local agents, and mail route messengers, shall, on and after the passage of this act, be designated as railway postal clerks, and divided into five classes, whose salaries shall not exceed the following rates per annum:

First class, not exceeding eight hundred dollars; second class, not exceeding nine hundred dollars; third class, not exceeding one thousand dollars; fourth class, not exceeding one thousand two hundred dollars; and fifth class, not exceeding one thousand four hundred dollars: *Provided,* That the Postmaster-General, in fixing the salaries of clerks in the different classes, may fix different salaries for clerks of the same class, according to the amount of work done and the responsibility incurred by each, but shall not, in any case, allow a higher salary to any clerk of any class than the maximum fixed by this act for the class to which such clerk belongs.

SEC. 2. That the sums appropriated in the act entitled "An act making appropriation for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and eighty-three, and for other purposes," approved May fourth, eighteen hundred and eighty-two, for the compensation of the railway post-office clerks, route agents, mail route messengers, and local agents, be consolidated into one fund, and applied for the compensation of the clerks embraced in the five classes under the title of railway postal clerks, provided in this act.

(Signed)

J. WARRAN KEIFER,
Speaker of the House of Representatives.

(Signed)

DAVID DAVIS,
President of the Senate pro tempore.

Approved July 31, 1882.

the following regulations will be observed:

SEC. 1. *Designation of clerks.*—In accordance with this act all former designations of employes of the railway mail service are obsolete, and they will be hereafter known as railway postal clerks.

SEC. 2. Nomenclature of railway mail service.—For the sake of uniformity all lines will be called railway post-offices.

SEC. 3. Organization of working crews.—On lines where but one clerk to a car is appointed to perform the duties, and who runs an average of one hundred miles or more per day, he will be of class three, at \$1,000 per annum. If the average daily distance run is less than one hundred and not less than ninety miles the clerk will be of class two, at \$900 per annum; if the average daily distance run is less than ninety and more than eighty miles the clerk will be of class two, and the salary will be at the rate of \$10 per annum for each mile of the daily average of miles run. If the average distance run daily is eighty miles or less the clerk will be of class one, and the salary will be \$10 per annum for each mile of the daily average of miles run.

On lines that have been known as full railway post-office lines or that may hereafter be established in like manner, where two clerks are needed there may be one of class five, at \$1,300 per annum, and one of class four, at \$1,150 per annum.

On lines where three clerks are needed there shall be one of class five, at \$1,300 per annum; one of class four, at \$1,150 per annum; and one of class three, at \$1,000 per annum.

On lines where four clerks are needed there shall be one of class five, at \$1,300 per annum; one of class four, at \$1,150 per annum; one of class three, at \$1,000 per annum; and one of class two, at \$900 per annum.

On lines where more than four clerks are needed such additional clerks shall be of class two or one; except two distributing cars are run on the same train (one car being for the distribution of letter mail and the other car for the distribution of newspaper mail), when there may be one clerk of class five, at \$1,300 per annum; three of class four, at \$1,150 per annum; one of class three, at \$1,000 per annum; and all additional clerks of class two or one.

The clerk of the highest class in any crew will be designated the "clerk in charge."

SEC. 4. "Helpers."—When it becomes necessary to furnish assistance on any line, the clerk assigned to such duty will be designated a "helper," whether he runs over the entire line or only a portion of it; but such helper shall not be of a higher class nor receive a higher salary than the clerk to whom he is assigned as a helper; and in no case shall the salary of such helper exceed that of a clerk of class two.

SEC. 5. Clerks on steamboat lines.—Clerks on steamboat lines will be of class one, at a salary not exceeding \$720 per annum; the salary to be determined by the amount of work to be performed and the importance of the line.

SEC. 6. Transfer service.—Local agencies having been abolished by the act of Congress before quoted, superintendents may, if approved by the general superintendent, detail clerks not above class four at \$1,150 per annum at certain important junctions to look after the handling of mails at railroad depots, and to perform such other duties pertaining to the railway mail service as may be required. If more than one clerk is needed for such duty at the same depot, such additional clerks shall be of classes below class four, but in no case shall more than one clerk of the same class, above class one, be so detailed at the same depot. Clerks so detailed will be designated railway postal clerks, and all vacancies occurring in such details shall be filled from clerks serving on lines.

SEC. 7. Providing for emergencies.—To meet emergencies, superintendents may make any assignment of clerks in their respective divisions which may be necessary for the benefit of the service, but not for a longer period than ten consecutive days; and such assignments must be at once reported to the general superintendent.

SEC. 8. Chief clerks and assistants.—Clerks who may be detailed to duty at certain important points in charge of one or more lines will be designated "chief clerks," and such details may be made from clerks of class five, at a salary of \$1,400 per annum. No clerk will be detailed to assist a chief clerk except in special necessary cases, and the clerk so detailed shall not be above class three.

SEC. 9. Detail of clerks.—Superintendents may detail clerks from one route to another, but clerks so detailed must be assigned to duty in accordance with this order. Clerks may be detailed for clerical duty pertaining to the railway mail service. All details (except in cases of emergency) must be reported to the general superintendent for his approval before going into effect.

SEC. 10. Reassignments.—Superintendents are hereby instructed to reassign clerks in accordance with this order.

SEC. 11. Salaries to be regulated by duties assigned.—In no event will a clerk be allowed the salary of a higher class than is by this order assigned to the duties actually performed by him, except when ordered to perform duties of a lower grade in case of emergency.

SEC. 12. Inability of clerks to fill positions to which assigned.—Whenever a clerk is unable to perform the duties of the position to which he is assigned, the superintendent will at once report the facts to the general superintendent, with a recommendation for reduction or retirement.

SEC. 13. New appointments.—All original appointments to the position of railway

postal clerk shall be made as clerks of class one, and for a probationary period of six months from the date of the same. No reappointment at or before the expiration of the probationary period shall be made unless the appointee shall have shown himself proficient in his duties, fully competent to perform the same, and shall pass a satisfactory examination upon the duties of his position.

SEC. 14. *Superintendents to report necessary changes.*—Superintendents will report at once to the general superintendent any changes which may be necessary under this order to carry it into effect.

SEC. 15. *Date this order takes effect.*—This order will take effect on and after August 1, 1882. All regulations or parts of regulations of this department inconsistent with this order are hereby rescinded.

T. O. HOWE,
Postmaster-General.

As the service was immediately reorganized under this order, which took effect within one month after the expiration of the fiscal year with which this report is concerned, it has been considered best to show the service at the close of the fiscal year, both as it was under the old organization and as it would have been reported under the reorganization, in order to afford a basis for a comparison with its condition on the 30th of June, 1883.

At the close of the fiscal year ended June 30, 1882, there were employed in this service 3,570

RAILWAY POSTAL CLERKS,

with salaries aggregating \$3,486,779, or an average annual salary to each of \$976.68. This was an increase in number over those in the service at the close of the previous fiscal year of 393, or 12.37 per cent., and a decrease of \$1.85 per annum in the average salary paid to each.

Under the old organization the clerks were graded and paid as follows:

| Number. | Grade. | Annual cost. |
|-------------|-----------------------------|--------------|
| 1,517 | Railway postal clerks | \$1,706,390 |
| 1,537 | Route agents | 1,416,960 |
| 324 | Mail route messengers | 322,739 |
| 102 | Local agents | 140,670 |
| Total 3,570 | | 3,486,779 |

These figures represent the condition of the service on the 30th of June; but the actual expense during the year was as follows:

| | |
|-----------------------------|----------------|
| Railway postal clerks | \$1,574,404 36 |
| Route agents | 1,322,336 20 |
| Mail route messengers | 169,883 92 |
| Local agents | 149,228 74 |
| Total | 3,235,853 12 |

RAILWAY POST-OFFICE LINES.

It affords me pleasure to be able in this report, for the first time since the mails have been carried by rail, to present a table (A') showing all the railway post-office lines in the United States, arranged in alphabetical order, giving the terminal post-offices, the distance run, the railroads over which they run, the annual miles of service, the number of cars and parts of cars in use and in reserve, and the number of railway postal clerks employed in each car. From this it will be seen that on June 30, 1882, there were in operation 769 railway post-offices (new

designation). Those upon which "railway post-office cars" are run and paid for are designated in the table by being printed in *italics*. These railway post-offices were conducted in 342 whole cars and 1,462 apartments in cars, a total of 1,804 cars and apartments, and were run over 87,865 miles of railroad, making 75,741,438 miles of annual service.

There were employed upon these lines 3,122 railway postal clerks; 162 clerks, as before stated, were detailed as transfer clerks (formerly known as "local agents"); 286 were detailed as chief clerks and for other clerical duty in connection with the service at this office, division headquarters, and other prominent points where needed, and were running upon steamboats; making a total of 3,570. The average number of miles traveled annually by each clerk in railway post-offices was 38,564. A comparison of these figures with those given by the Second Assistant Postmaster-General shows that there were 12,698 miles of railroad upon which there were no railway post-office lines, and that 38,253,880 miles of annual service were performed with express mails and closed pouches over these routes and portions of routes, and also upon other than mail trains, over routes where railway post-office lines were running.

GROWTH OF THE SERVICE.

Table B¹, hereto appended, shows the growth of the service as far as it can be compiled from the reports of the Postmaster-General from 1834 to the present time. In his report for the fiscal year ended November 1, 1834, Postmaster-General W. T. Barry says:

The celerity of the mail should always be equal to the most rapid transition of the traveler; and that which shortens the time of communication, and facilitates the intercourse between distant places, is like bringing them nearer together; while it affords convenience to men of business, it tends to counteract local prejudices by enlarging the sphere of acquaintance. These considerations have always had their full weight upon my mind in making improvements in mail operations. The multiplication of railroads in different parts of the country promises, within a few years, to give great rapidity to the movements of travelers, and it is a subject worthy of inquiry, whether measures may not now be taken to secure the transportation of the mail upon them. Already have the railroads between Frenchtown, in Maryland, and New Castle, in Delaware, and between Camden and South Amboy, in New Jersey, afforded great and important facilities to the transmission of the great Eastern mail.

The railroad between this city and Baltimore will soon be completed, and the distance from the post-office in this place to that of Baltimore, will not be materially varied from the present road, 38 miles. From Baltimore, by Port Deposit, in Maryland, to Coatesville, in Pennsylvania, the line for a railroad is located, and the stock subscribed for its completion, and from Coatesville to Philadelphia, a railroad is made and in operation. The distance between Baltimore and Philadelphia on this road will be one hundred and seventeen miles, about eighteen miles greater than the present land route. From Philadelphia to Trenton bridge, about twenty-eight miles, the railroad is nearly completed, and from New Brunswick, in Jersey, to Jersey City, on the west side of the Hudson River, opposite the city of New York, thirty miles, the railroad is in a state of progress. When these works shall be completed, the only interval will be between Trenton and New Brunswick, about twenty-six miles, to complete an entire railroad between this place and the city of New York, and it cannot be supposed that the enterprising State of New Jersey will long delay to perfect a communication of such great importance, passing through most of her largest and most flourishing towns.

When this shall be done, the whole distance between this city and New York on a continuous railroad, will not exceed two hundred and forty miles, and the journey may be performed at all times with certainty, allowing ample time for stopping at important places on the road, in sixteen hours, and ordinarily in a shorter period.

If provision can be made to secure the regular transportation of the mail upon this and upon other railroads which are constructing, and in some instances, already finished, it will be of great utility to the public, otherwise these corporations may become exorbitant in their demands, and prove eventually to be dangerous monopolies.

From the figures following in this table, the modest 78 miles representing the distance between South Amboy and Camden, and New Castle and Frenchtown (Elkton), over which the mail was carried by the stage-coach contractors in 1834, it does not appear that Postmaster-General Barry was at all extravagant in his anticipations.

During the past year the increase in miles of railroad route over the preceding year was 8,994, or 9.82 per cent.

ESTIMATE FOR 1884.

I append a table showing the expenditures for railway postal clerks (new designation), from 1877 to the present time:

Expenditures on account of employees of railway mail service (railway postal clerks) 1877 to 1882, and estimate for the same for 1884.

| Fiscal year ending June 30— | Number of railway postal clerks in service June 30. | Increase. | Expenditures. | Increase over preceding year. | Per cent. of increase over preceding year. | Increase of miles of railroad route. |
|-----------------------------|-----------------------------------------------------|-----------|----------------|-------------------------------|--------------------------------------------|--------------------------------------|
| 1877..... | 2,500 | | \$2,436,547 58 | | | |
| 1878..... | 2,608 | 108 | 2,496,663 82 | \$60,116 24 | 2.46 | 2,574 |
| 1879..... | 2,608 | 1 | 2,606,315 65 | 109,651 83 | 6.79 | 2,571 |
| 1880..... | 2,946 | 337 | 2,778,645 47 | 172,329 82 | 4.21 | 5,329 |
| 1881..... | 3,177 | 231 | 3,039,113 97 | 260,468 50 | 9.37 | 6,249 |
| 1882..... | 3,570 | 393 | 3,235,853 12 | 196,739 15 | 6.47 | 8,994 |
| 1883*..... | | | *3,710,000 00 | 474,146 88 | 14.65 | |
| 1884†..... | | | †3,977,120 00 | 267,120 00 | 7.20 | |

* Appropriation.

† Estimate.

The average annual per cent. of increase of each year over the preceding year from \$2,436,547.58 in 1877 to \$3,710,000 appropriated for 1883 is 7.20 per cent.; on which basis the estimate for 1884 should be \$3,977,120. It is believed, in view of the large increase made for the present fiscal year, and the facility with which expenditures can be regulated under the new organization, that this increase will be sufficient to enable postal clerks to be appointed upon new railroads as fast as completed, where the amount of mail to be handled is large enough to justify their appointment.

MAIL DISTRIBUTED, ERRORS CHECKED, &C.

During the past year the railway postal clerks handled and distributed 2,155,213,880 letters and postal cards, and 1,278,176,600 pieces of other mail matter, or a total of all classes of ordinary mail matter of 3,433,390,480, besides 14,234,310 registered packages and 570,483 through registered pouches. This was an increase over 1881 of 351,230,160 letters, or 19.48 per cent., and of other mail matter of 228,880,250, or 21.82 per cent., and a total increase of all classes of mail matter of 580,110,410, or 20.33 per cent. The increase of registered packages and pouches handled over the number reported last year is 2,776,028, or 23.9 per cent.

In the distribution of this matter 902,489 errors were made, or one for every 3,805 pieces handled, against one in every 3,624 pieces handled in 1881, one in every 3,482 pieces handled during 1880, and one in

every 3,469 pieces handled in 1879. These figures show that the clerks continue to improve in accuracy in distribution with the increase of the mails. During the past year 405,706 errors were checked against postmasters as against 454,349 errors in 1881, which shows that the distribution at post-offices has improved during the year. Tables C¹, D¹, and E¹, hereto appended, give the details of which the foregoing is a synopsis.

FACING SLIPS.

The regulations require postal clerks to place upon each letter package and in each sack of other mail matter made up by them to be redistributed in another railway post-office, or post-office, a slip of paper called a "facing slip," about four inches long by two and one-half inches wide, and bearing on its face, either printed or written, the descriptive title and destination of the mail forwarded under it, the postmark of the railway post-office and direction moving, and the name of the clerk making up the mail. These slips are also placed inside of packages and sacks made up direct for a post-office.

The clerk who opens one of these packages or sacks, if the package or sack has been mis sent or misdirected, notes the fact upon the slip, which he retains, and sends the package or sack in the proper direction accompanied by one of his own slips.

If the package or sack is properly addressed, the clerk notes upon the slip whether any letters, &c., have been placed therein which should have been sent in another direction or included in some other package or sack, giving a description of the same, and placing his name and postmark upon the incorrect slip. At the end of each trip a report is made to the division superintendent of the mail received, distributed, and delivered upon the trip, giving the number of packages of letters and sacks of other mail distributed. With this report are inclosed all incorrect slips.

Tables C¹, D¹, and E¹ are consolidated from these trip reports. Repeated actual counts have enabled this office to fix upon the average number of letters in a package as 40, and of pieces of other mail matter in a sack as 150, and by multiplying the number of packages and sacks by these figures respectively an approximate estimate of the work performed is obtained. It must be remembered, however, that the totals thus obtained are largely in excess of the entire number of letters, &c., mailed in the United States during the year, as every time a letter or paper is distributed it is counted, and while one distribution takes a large number of pieces of mail to their destination, a still larger number require two or more distributions before each piece is placed in a direct package or sack for the post-office to which it is addressed.

It appears from Table C¹ that during the year 62,408,191 letter packages and sacks of other mail were distributed, each of which required a facing slip to accompany it. One half may safely be added to this number for facing slips placed in direct packages and sacks, making a total of 93,612,286 facing slips used by this service during the year. The number of blank slips furnished by the blank agency is reported by the superintendent as 32,736,600. The remainder, about sixty millions, were procured by the clerks at their own expense with the information printed thereon, which is required by the regulations to be either printed or written. The average price paid by the clerks for printing, the paper (manila wrapping) being furnished by the blank agency, is 25 cents per thousand. It thus appears that the postal clerks contributed out of

their own scanty pay about \$15,000 for the improvement of the postal service during the past year. It is greatly to be desired that the use of printed slips be made general, as it contributes very largely to accuracy in distribution and dispatch of the mails, but I do not think it right to require clerks to have them printed at their own expense. The printing of these slips ought to be done at division headquarters, under the supervision of the superintendent, upon paper furnished as now by the blank agency. I have for some time been reluctant to approve requisitions for paper belonging to the postal service to be delivered to outside parties for printing and cutting into slips for the use of postal clerks, and have only done so in rare instances, because the interest of the service seemed to demand it. By an expenditure of not over \$1,000 at each division headquarters a press, paper-cutter, type, &c., could be purchased, and postal clerks could be detailed to print and issue the slips as needed. I would therefore request that Congress be asked to authorize the Postmaster-General to expend out of the appropriation for transportation of the mails by railroads, not to exceed nine thousand dollars for the purchase of presses, paper-cutters, and printing material, to be used at the several division headquarters in printing facing slips for this service.

CASE EXAMINATIONS—CHIEF CLERKS.

Tables F¹ and G¹, hereto appended, show the results of the examinations of the railway postal clerks during the year in the distribution of cards bearing the names of post-offices into cases labeled with the States and counties in which the post-offices are located. These examinations are conducted by postal clerks of class five, at a salary of \$1,400 per annum, who are detailed, on account of their superior knowledge of the service and their executive ability, as chief clerks to superintend these examinations, and also to assist division superintendents at important railroad junctions in the general management of the service.

In the discharge of these duties they are necessarily compelled to travel a great deal, involving considerable additional expense, for which they ought to be repaid. I therefore recommend that Congress be asked to give the Postmaster-General authority to allow railway postal clerks detailed as chief clerks not to exceed \$3 per day for expenses while traveling on the business of the railway mail service, to be paid out of the appropriation for the transportation of the mail by railroad.

PROBATIONARY APPOINTMENTS.

Attention is invited to the Table G¹, being a statement of the case examinations of railway postal clerks during probation. It will be seen that out of 1,027 appointed upon probation, 208 (or over twenty per cent.) failed to pass final examination, and either resigned or were dropped at the expiration of their probationary terms.

CASUALTIES—RELIEF FOR THE VICTIMS.

Table H¹, hereto appended, shows that during the past fiscal year there were 83 casualties, in which 3 railway postal clerks lost their lives, 16 were seriously and 20 were slightly wounded.

During the past eight years, as appears from Table I¹, compiled from the annual reports, 269 casualties have been reported, in which 19 employes of this service have been killed, 84 have been seriously and

77 slightly wounded. Under the regulations, as amended by an order of the Postmaster-General of June 16, 1882, leave of absence with pay is granted to postal clerks disabled by injuries received, without contributory negligence on their part, while in the discharge of their duties, for a period of not to exceed six months; but any extension of leave beyond that period must be without pay, which is a hardship for which relief should be given, and the Postmaster-General should be authorized to continue such disabled postal clerks upon leave with the full pay of their grade until recovery, or at least one year.

No provision is or can be made for the families of those killed in the service until action is taken by Congress. I renew the recommendation made in each annual report for the last seven years, that the Postmaster-General may be authorized to pay to the widow, or guardian of minor children, of railway postal clerks killed in the service, a sum equal to two years' salary of the grade held at the time of death. This would involve no additional appropriation, as the deductions from pay for failure to perform service, absence without leave, leaves of absence without pay, and violations of the regulations would be sufficient to meet all such payments. During the last fiscal year these deductions, as reported by the Auditor, amounted to nearly \$15,000, which now reverts into the Treasury. The three clerks killed in the accident between Charleston, S. C., and Savannah, Ga., January 22, 1882, received salaries at the following rates: H. A. Fox, \$1,300; W. H. Burbridge, \$1,150; and George E. Osborne, \$900, each per annum. Two years' pay to the widows or children of these men amounts to \$6,700, or less than one-half the amount deducted for the reasons above mentioned. It is impossible to preserve the discipline necessary among a force of nearly 4,000 men in order to keep up the efficiency of the service, without making deductions from the pay of individuals for failure to perform service, or for neglect to discharge their duties in accordance with the postal laws and regulations, and it would greatly add to the welfare of the service and go far to remove the discontent sometimes manifested by those who have had deductions made from their pay, were Congress to authorize the Postmaster-General to apply these deductions, as above suggested, to the relief of the families of those killed, and to meet the necessities of those disabled for a longer term than leave of absence with pay is now granted for.

RAILWAY POSTAL CARS—ESTIMATE.

The appropriation for railway post-office cars for the past year was \$1,526,000. The railway post-office lines upon which railway post-office cars were run and paid for are designated by their names being printed in *italics* in Table A¹, to which reference is made. They are the main trunk lines upon which the great through mails are transported and distributed. A detailed account of the division of the appropriation among the railroads comprising these lines is given in Table I, appended to the report of the Second Assistant Postmaster-General. It is believed that the increase of business over existing trunk lines and the completion of missing links in nearly completed new trunk lines will necessitate an additional appropriation for 1884 of \$100,000, and I therefore recommend that an appropriation of \$1,626,000 be asked for railway postal cars for 1884.

LOCAL RAILWAY POST-OFFICE SERVICE.

Much inconvenience is experienced by the inhabitants of the towns and villages along some of the lines of railroad traveled by the rail-

way post-offices carrying the great through mails, on account of the inconvenience to business men of the hours at which the railway post-offices arrive and depart. Upon most of these roads accommodation trains are run to and from the principal terminals for distances of 100 miles, more or less. It will be a great benefit to the people living along these lines if postal clerks can be placed upon these accommodation trains, and the revenues of the department would be increased by the additional number of letters which would be written when business men could write in the morning to their correspondents in the city or in the neighboring towns and receive a reply in the evening of the same day. It is believed that with the additional appropriation asked for railway postal clerks the service can be placed upon such trains where it is most needed. Wherever the correspondence already existing is sufficient to warrant the establishment of a railway post-office (new designation), the correspondence will double soon after such facilities are furnished for its more speedy exchange.

FAST MAILS AND SPECIAL FACILITIES.

The appropriation for special facilities for 1882 was \$425,000. A detailed statement of the manner in which the appropriation was expended will be found in Table K, appended to the report of the Second Assistant Postmaster-General.

The results obtained by the expenditure were as follows:

New York to Springfield, Mass. (New York, New Haven and Hartford Railroad).—This train was established at the instance of the Post-Office Department. Leaving New York at 5 a. m., it received mail leaving Washington, D. C., the previous day at 5.40 p. m.; Baltimore, 7.25 p. m.; Philadelphia, 12 midnight; and New York at 5 a. m. Delivered and received mail between New York and New Haven, Conn., where it arrived at 8.03 a. m. Without this train the mail would have been delivered at New Haven at 10.20 a. m. It connected at New Haven with train leaving at 8.08 a. m., with a postal clerk, for New London and Providence. Mail was received and delivered at all intermediate offices, and delivered at New London at 10.10 a. m. instead of 12.40 p. m.; Providence, at 12.45 instead of 3.45 p. m.; and there was a train connection from Providence to Boston. The New Haven and Willimantic R. P. O. left New Haven in connection with this train at 8.05 a. m., and at Willimantic connected with the Boston and Waterbury R. P. O. Mails were delivered and received at all places between New Haven and Boston. Mails were delivered at Middletown at 8.58 p. m., arriving in Boston at 1.25 p. m. instead of 3.55 p. m.; arriving at Hartford at 9.44 a. m. instead of 11.45 a. m.; Springfield, at 10.40 a. m. instead of 12.28 p. m. Mail for Lowell and Lawrence was delivered at 3.30 p. m., formerly delivered at 6.30 p. m. Early deliveries were also made to Worcester, Salem, Lynn, Newburyport, Haverhill, and many other important offices in Massachusetts; to Nashua, Manchester, Concord, Portsmouth, Dover, Great Falls, and to other offices in New Hampshire, and to points in Maine as far east as Portland. This train was not in the Railway Guide as one of the company's passenger trains. It carried a very large mail.

New York to Chicago, Ill. (New York Central and Hudson River Railroad, and Lake Shore and Michigan Southern Railroad).—This was for the fast mail that left New York at 4.35 a. m. and arrived at Chicago the following morning at 9.40 a. m.; also for another fast mail that left

New York at 8.50 p. m., arriving at Cleveland, Ohio, the following day at 1.50 p. m., Toledo 5.40 p. m., and Chicago the second day at 6 a. m.

Train leaving New York at 4.35 a. m. Three postal cars on this train, New York to Syracuse; two from Syracuse to Buffalo, and one from Buffalo to Chicago. This train was established at the instance of the Post-Office Department as special to Albany, where the postal cars were transferred to the regular train "made up" there for Buffalo, and from Buffalo to Chicago on the limited express, where it arrived at 9.40 a. m. At Fishkill it connected with the Millersville and Dutchess Junction R. P. O. It delivered mail at Newburgh at 6.10 a. m. instead of 10.01 a. m.; Poughkeepsie, at 6.30 a. m. instead of 10.36 a. m. At Rhinecliff it connected with the Boston Corners and Rhinecliff R. P. O. Delivered the mail at Rhinecliff, Rondout, and Kingston at 6.54 a. m. instead of 11.08 a. m.; Hudson, 7.32 a. m. instead of 12.01 p. m.; Albany, 8.20 a. m. instead of 1 p. m.; Troy, 8.50 a. m. instead of 1.15 p. m.; Schenectady at 9 a. m. instead of 1.55 p. m.; Little Falls at 10.45 a. m. instead of 3.50 p. m.; Utica, 11.22 a. m. instead of 4.30 p. m.; Rome, 11.53 a. m. instead of 5.09 p. m.; Syracuse at 1 p. m. instead of 6.25 p. m.; Rochester, 4.05 p. m. instead of 11.05 p. m.; Buffalo, 6.30 p. m. instead of midnight. Formerly these postal cars left New York at 8 a. m. and arrived at Chicago the following day at 7.40 p. m. The arrival at 9.40 a. m. instead of 7.40 p. m. is equivalent to the saving of one business day to Chicago, and for all points west and northwest of Chicago, as all the principal connections are made at Chicago; and this is particularly the case for all points west of Omaha, as the Union Pacific Railroad only runs one train per day, and this train made the connection.

The southwestern mails from New York were sent via the Pennsylvania Railroad, yet there was a large accumulation of mail on this train for that section, and the connection was made at Toledo, Ohio, which saved as much time as for points west of Chicago.

Train leaving New York at 8.50 p. m. There were three postal cars on this train that ran special with express cars (no passengers) to Cleveland, Ohio (a distance of six hundred and twenty-six miles). Formerly this mail left New York at 6 p. m., which necessitated a close in the New York office at 4 p. m., too early to get all the mail, as there is a large amount of mail posted between the closing for the 6 p. m. train and that for the 8.30 p. m. train, and all of the mail that accumulated between the hours above named and was forwarded at 8.50 p. m. gained twelve hours. This train received at Albany the mail that left Boston at 6 p. m., whereas if the postal cars left New York at 6 p. m. it would require a departure from Boston at 3 p. m. This train received and delivered mail at all important points between New York and Buffalo, where it arrived at 9.15 a. m.; Erie, Pa., 11.31 a. m.; Cleveland, Ohio, 1.55 p. m. At this point connections were made for the South and Southwest, viz: Cincinnati, arriving at 11.15 p. m.; Louisville, 8.20 a. m.; and Saint Louis, at 8.20 a. m. This train delivered and received mail at all offices between Buffalo and Cleveland and all of the larger offices between Cleveland and Chicago; arrived at Toledo 5.30 p. m.; Chicago, the second morning at 6 a. m., in time for the first delivery and to make all outward connections. Mail that left New York at 8.50 p. m. arrived at Cleveland, also Toledo, in time for delivery the following day; also at all intermediate points.

New York to Pittsburgh, Cincinnati, Saint Louis, and Chicago (Pennsylvania Railroad; Pittsburgh, Chicago and Saint Louis Railroad; and Fort Wayne and Chicago Railroad).—This arrangement was for a fast mail leaving New York at 8 p. m., arriving at Pittsburgh the following

morning. Cincinnati the following night, and Saint Louis the second morning; and for another fast mail that left New York at 8 a. m., which now leaves at 4.35 a. m.

The 4.35 a. m. train from New York hauled the Washington postal car to Philadelphia, and had two cars for Pittsburgh and the West and Southwest. At Columbus, Ohio, one car went to Cincinnati and the other to Saint Louis. Mail was delivered and received at all offices between New York and Pittsburgh, arriving at Harrisburgh at 11 a. m. instead of 7.40 p. m.; Altoona at 3.45 p. m. instead of 12 midnight. Mail was delivered and received at all the larger offices between Pittsburgh and Columbus, reaching Columbus at 3.45 a. m. instead of 9.20 a. m., and arrived at Cincinnati at 8 a. m., instead of 3.05 p. m., making the southern connections for Louisville and the South, via Louisville, at 12.45 p. m. instead of 8.05 p. m. Formerly this connection was broken at Cincinnati, consequently there was a delay of twelve hours for all points southwest from Cincinnati. This train, via Louisville and Nashville Railroad, had a direct connection to New Orleans, also to Memphis, Tenn.

The 8 p. m. train from New York carried three postal cars. On the 1st day of July, 1881, there was a fast mail established on the Pennsylvania Railroad between New York and Columbus, Ohio, leaving New York at 8.35 p. m., after the close of business, receiving all the important business mail of the day, and, by fast running, overtaking at Columbus, Ohio, the regular fast express that left New York two hours and thirty minutes earlier. At Columbus the postal cars attached to this train were separated, one going to Cincinnati, Ohio, on the regular fast express, and the other two going to Saint Louis, Mo., via Indianapolis, Ind., on the regular express and passenger train, arriving at Saint Louis, Mo., in time to make a connection with all morning outward trains.

The late departure at New York largely increases the amount of mail forwarded on this train, which is advanced twelve hours.

January 21, 1882, the schedule of this first-mentioned train was changed to arrive at Pittsburgh at 1.50 p. m., thereby losing the morning connection at Pittsburgh.

New York to Savannah, Ga., Jacksonville, Fla., &c. (Pennsylvania Railroad; Richmond, Fredericksburgh and Potomac Railroad; Richmond and Petersburg Railroad; Wilmington and Weldon Railroad; Petersburg Railroad; Wilmington, Columbus and Augusta Railroad; North-Eastern Railroad; Savannah and Charleston Railroad). This was for a fast mail that left New York at 4.35 a. m. (with connection leaving Boston the previous evening at 6.15) for Philadelphia, Baltimore, Washington, Richmond, Wilmington, Charleston, and Savannah, with connection to Jacksonville, Fla., and delivered mail at Baltimore at 9.50 a. m. instead of 3.36 p. m.; Washington, 11.20 a. m. instead of 4.40 p. m.; Richmond, 3 p. m. instead of 9.50 p. m.; Petersburg at 4 p. m. instead of 10.55 p. m.; Weldon, 6 p. m. instead of 1.20 a. m.; Wilmington, 11.05 p. m. instead of 7.05 p. m.; Florence, 2.47 a. m. instead of 11.40 a. m.; Columbia, 6.10 a. m. instead of 4.25 p. m.; Augusta, 9.52 a. m. instead of 8.40 p. m.; Charleston, 6.50 a. m. instead of 4.25 p. m.; Savannah, 10.45 a. m. instead of 9.40 p. m., and connected with train that arrived at Jacksonville at 5.30 p. m.

This line received and delivered mail at all intermediate points.

Richmond to Atlanta, Ga. (Richmond and Danville Railroad). This was for fast mail to Atlanta, Ga., November 20, 1881. It was transferred to start from Washington instead of Richmond, which did not materially increase the expense, and February 12, 1882, was discon-

tinued by the railroad company. While in operation it left Richmond on the arrival of the fast mail from the North, and arrived at Atlanta at 11 a. m. By the regular train the mail would have arrived at 12 midnight. It connected with the noon train out of Atlanta, and arrived at New Orleans at 10.22 a. m. instead of 10.02 p. m. There was a postal car on this train, and mails were delivered at all intermediate offices. All mail for points west of Atlanta was advanced twelve hours, and New Orleans received the benefits of one business day.

Alexandria to Lynchburgh, Va. (Virginia Midland Railroad).—This was for a night train on this road with through connections to the South. Prior to February 12, 1882, it left at 10.15 p. m. and made the same connections to Atlanta as the line via Richmond that left Washington at 5 p. m. Since that date it has left at 7 p. m.

Tocoi to Saint Augustine, Fla. (Saint John's Railway).—This was for twenty-six additional round trips in connection with the night boat on the Saint John's River.

ESTIMATES FOR SPECIAL FACILITIES FOR 1884.

Thus far during the present year only a small portion of the appropriation for special facilities has been expended, on account of the inability in most instances of the Postmaster-General to agree with the railroad companies upon any terms that he believed to be advantageous to the department. On the lines from Washington, D. C., to Atlanta, Ga., the companies withdrew the fast service before the end of the last fiscal year, and abandoned all claim to any allowance out of the appropriation. The Pennsylvania Railroad Company also withdrew the fast mail between New York and Pittsburgh, Pa. The service over that route is now slow and unsatisfactory.

The Atlantic Coast Line from New York to Charleston, S. C., has been continued under the same arrangement as last year.

It is believed, however, that in the near future the Postmaster-General will be able to make arrangements for the establishment of fast mail service where it is needed, upon terms which will be just to the railroads, and advantageous to the department and to the public. It is necessary that this appropriation be continued as long as the present method of adjusting the compensation of railroads for carrying the mail is kept up, in order that the Postmaster-General may have the power and authority to meet emergencies.

I would therefore respectfully recommend that the appropriation for the next fiscal year be the same as it is for the present, viz, \$600,000.

CONCLUSION.

In concluding my last annual report, after expressing my personal obligations to the assistant superintendents and railway postal clerks for the intelligence, zeal, fidelity, and energy with which they had discharged the difficult, responsible, and often dangerous duties intrusted to their care, I ventured the statement that no civil service in the world could show their superiors. Even having in mind the improvement in the efficiency of the service during the past year, I can say no more than what I then said. Their services deserve to be recognized in some thing better than mere words. The act of Congress reorganizing the service was but the first step in this direction. It remains for Congress to enact that their tenure of office shall be made permanent during good behavior, and that deductions of pay for absences without leave, &c., or for minor violations of the regulations, shall not be turned

into the Treasury as now, but shall be used to provide for the necessities of those disabled in the service, and for the families of those killed in the line of duty.

Whatever objections may with propriety be urged against such legislation in regard to persons holding other civil offices under the United States, they only serve as additional arguments in favor of these acts of justice to postal clerks. While other civil employes receive higher salaries for mere clerical work requiring no special preparatory study, the highest pay a postal clerk is allowed by law is \$1,400 per annum, and this can only be obtained after years of study and manifestation of clerical and executive abilities, such as in other branches of the civil service would be rewarded by a far higher compensation, to say nothing of the constant danger of railroad accidents to which all postal clerks are exposed. It must not be forgotten, that but for the fact that during the past twenty-two years the tenure of office of all postal clerks has been, by the general practice of the department, permanent during good behavior, the service never could have attained its present state of efficiency. So long, however, as this general practice remains unsanctioned by positive law compelling it, there is still sufficient uncertainty about the tenure of office to interfere with that entire and perfect confidence that merit and efficiency are certain of reward, if not by immediate promotion, at least by retention in the service, which is necessary to inspire men to devote themselves enthusiastically to the work in which they are engaged. Were the tenure of office absolutely secure, young men entering the service would devote themselves to it as a life profession, having before their eyes the hope of eventually rising to the position of superintendent; just as the present superintendents have risen step by step from the lowest grade in the service.

That there is a special reason why the railway postal service should be protected by the legislation herein recommended has been recognized for many years by the practice of the department, but there never was a time before when the public interests would so greatly suffer by the inauguration of a policy which should lead the railway postal clerks to believe that in any instance, or under any circumstances, a good record for the faithful and efficient discharge of their duties would not be sufficient to secure their retention in office during continued good behavior; because never before has the railway postal service been conducted by men who have made it the sole business of their lives for nearly twenty years to add to its efficiency, and who have learned to meet the wants of the people in postal facilities as fast as such wants arise; and never before have the postal clerks been trained by so many years of experience and study to secure the greatest possible certainty, celerity, and security in forwarding to its destination every letter and other article of mail matter intrusted to their care.

I have the honor to be, sir, very respectfully, your obedient servant,

W. B. THOMPSON,
General Superintendent.

Hon. R. A. ELMER,
Second Assistant Postmaster-General.

TABLE A¹.—Statement of railway post-offices

| Designation of railway post-office. Lines upon which postal cars are paid for in <i>italics</i> .) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|-----------------------------------------|----------------------------------------------------|
| Abbotsford and Eau Claire, Wis. | 65.43 | 25026 | 6 | ..... | Eau Claire, Abbotsford, Wis. | Wisconsin and Minnesota |
| Adrian, Mich., and Fayette, Ohio. | 83 | 6052 | 9 | ..... | Buffalo, N. Y., Chicago, Ill. | Lake Shore and Michigan Southern. |
| | | 24036 | .. | ..... | Grosse Ile, Mich., Fayette, Ohio. | do |
| Albany and Binghamton, N. Y. | 143 | 6028 | 2 | ..... | Albany, Binghamton, N. Y. | Delaware and Hudson Canal Company. |
| Albany and Rochester, N. Y. | 251 | 6011 | 2 | ..... | New York, Buffalo, N. Y. | New York Central and Hudson River. |
| | | 6013 | .. | ..... | Syracuse, Rochester, N. Y. | do |
| Albany and New York, N. Y. | 142 | 6011 | 2 | ..... | New York, Buffalo, N. Y. | do |
| Albany and New York, N. Y. | 142 | 6011 | 2 | 95 | do | do |
| Albert Lea, Minn., and Angus, Iowa. | 151.78 | 26021 | 6 | ..... | White Bear Lake, Minn., Angus, Iowa. | Minneapolis and Saint Louis. |
| Albert Lea, Minn., and Burlington, Iowa. | 253.47 | 27001 | 6 | ..... | Burlington, Iowa, Albert Lea, Minn. | Burlington, Cedar Rapids and Northern. |
| Alexandria and Round Hill, Va. | 52 | 11004 | 3 | ..... | Alexandria, Round Hill, Va. | Washington and Ohio.... |
| Alexandria and Strasburg, Va. | 90 | 11003 | 3 | ..... | Manassas, Strasburg, Va. | Virginia Midland |
| | | 11002 | .. | ..... | Alexandria, Lynchburg, Va. | do |
| Allentown and Harrisburgh, Pa. | 90 | 8073 | 2 | ..... | Allentown, Harrisburgh, Pa. | E. P. and L. V. branches Philadelphia and Reading. |
| Allentown and Pawling, Pa. | 44 | 8056 | 2 | ..... | Perkiomen Junction, Etnaus, Pa. | Perkiomen |
| Alton Bay and Dover, N. H. | 28.42 | 1013 | 1 | ..... | Dover, Alton Bay, N. H. | East Penn. branch Philadelphia and Reading. |
| Annapolis Junction and Annapolis, Md. | 21 | 10007 | 3 | ..... | Annapolis Junction, Annapolis. | Boston and Maine |
| Ashland and Peach Orchard, Ky. | 43.06 | 20027 | 5 | ..... | Annapolis Junction, Annapolis. | Annopolis and Elkridge.. |
| Ashland and Menasha, Wis. | 250.42 | 25017 | 6 | 153, 150. | Ashland, Peach Orchard, Ky. | Chattanooga |
| Ashtabula, Ohio, and New Castle, Pa. | 85 | 21044 | 5 | ..... | Menasha, Ashland, Wis. | Wisconsin Central |
| | | 21035 | .. | ..... | Harbor, Youngstown, O. | Pennsylvania |
| | | 8029 | .. | ..... | Youngstown, Ohio, Cross Cut, Pa. | do |
| Ashtabula, Ohio, and Pittsburgh, Pa. | 134.22 | 8045 | 9 | ..... | Homewood, New Castle, Pa. | do |
| | | 21062 | .. | ..... | Oil City, Pa., Ashtabula, Ohio. | Lake Shore and Michigan Southern. |
| | | 8123 | .. | ..... | Andover, Youngstown, O. | do |
| Atchison and Lenora, Kans. | 294.97 | 33003 | 7 | ..... | Pittsburgh, Pa., Youngstown, Ohio. | Pittsburgh and Lake Erie |
| | | 33021 | .. | ..... | Atchison, Waterville, Kans. | Central Branch Missouri Pacific. |
| | | 33022 | .. | ..... | Waterville, Washington, Kans. | do |
| | | 33026 | .. | ..... | Greenleaf, Concordia, Kans. | do |
| Atchison and Topeka, Kans. | 50.50 | 33010 | 7 | ..... | Concordia, Lenora, Kans. | do |
| Athens and Union Point, Ga. | 40.95 | 15007 | 4 | ..... | Atchison, Kans., Puebla, Colo. | Atchison, Topeka and Santa Fé. |
| Athol and Springfield, Mass. | 47.89 | 3068 | 1 | ..... | Athens, Union Point, Ga. | Georgia Railroad and Banking Company. |
| Atlanta and Macon, Ga. | 103.80 | 15012 | 4 | 17, 18... | Springfield, Athol, Mass. | Boston and Albany |
| | | | | | Atlanta, Macon, Ga. | Central Railroad and Banking Company of Georgia. |

In operation in the United States on June 30, 1882.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|----------------------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 65.43 (¹) | 40,959 20,658 | 6 | 1 | 15 4 | 7 2 | 1 | 1 | 1 | ¹⁷ 60 miles of route (Adrian to Grosvenor, Mich.) included in New York and Chicago R. P. O. |
| 70.30 | | | | | | | | | |
| 143.23 (⁴) | 89,518 165,109 | 6 | ¹³ 3 (⁴) | 15 6 1 16 | 9 6 9 9 | 2 | 1 | ¹⁴ 4 | ²¹ Two reserve cars. ²² Two short stops bet. Albany and Maryland. ⁴ Route covered by New York and Chic. R. P. O. ⁵ Cars stated in Albany and New York R. P. O. ⁶ Albany and New York crews run to Syracuse. ⁷ Run between Syracuse and Rochester. ⁸ Two short stops between Syracuse and Rochester. |
| 104 | | | | | | 72 | 2 | ¹⁶ 6 | |
| (⁹) | 88,892 | 6 | 1 | 15 5 | 8 8 | 2 | 2 | 4 | ⁹ Route covered by New York and Chic. R. P. O. This run for local mails. ¹⁰ Route covered by New York and Chic. R. P. O., No. 6011. ¹¹ Two short stops between New York and Albany. |
| (¹⁰) | 92,584 | 6 | 4 | 49 5 | 9 | 6 | 3 | ¹²⁰ 20 | |
| 151.78 | 95,014 | 6 | 3 | 9 4 | 8 8 | 3 | 1 | 3 | ¹² Reserve car. ¹³ Two short stops between Burlington and Vinton, Iowa. |
| 253.47 | 158,672 | 6 | ¹¹ 2 | 22 20 10 | 9 4 9 4 | 4 | 1 | ¹³⁶ 136 | |
| 52 | 32,552 | 6 | 1 | 11 | 6 2 | 1 | 1 | 1 | ¹⁴ Covered by Washington and Charlotte R. P. O., 27 miles. ¹⁵ One reserve car. |
| 63 (¹⁴) | 56,340 | 6 | 2 | 10 | 8 6 | 2 | 1 | 1 | |
| 96.69 | 56,340 | 6 | ¹² 2 1 | 11 7 14 | 8 6 8 6 | 2 | 1 | 2 | ¹⁶ 6 miles covered by Allentown and Harrisburgh R. P. O. |
| 38.22 (¹⁵) | 27,544 | 6 | 2 | 8 8 1 11 | 6 5 6 2 | 1 | 1 | 1 | |
| 28.42 | 35,581 | 12 | 1 | 6 3 | 6 7 | 1 | 1 | 1 | ¹⁷ February 15, 1882, increase distance 12.6 miles, prior to which time it was 31 miles. ¹⁸ One car in reserve. |
| 21 | 13,146 | 6 | 1 | 9 4 | 8 5 | 1 | 1 | 1 | |
| 43.6 | ¹⁷ 21,842 | 6 | 1 | 9 | 5 6 | 1 | 1 | 1 | ¹⁹ Covered by lines of second division, 2.23 miles, Erie and Pittsburgh R. P. O. |
| 256.42 | 156,762 | 6 | ¹⁴ 2 | 21 | 9 3 | 4 | 1 | 4 | |
| 63.95 18.82 | 53,210 | 6 | 2 | 24 6 | 9 2 | 2 | 1 | 2 | ²⁰ 24.40 miles of route (Ashtabula to Andover, Ohio) included in Oil City and Ashtabula R. P. O. ²¹ Clerks run two weeks and lay off one. |
| (¹⁹) | | | | | | | | | |
| 38.89 70.92 | 84,021 | 6 | 1 | 18 | 9 | 3 | 1 | ²¹⁸ 218 | ²² Two short stops. ²³ Held in reserve. |
| 100.50 | 215,328 | 7 | 3 | 17 9 | 7 2 | 4 | 1 | | |
| 13.50 | | | | | | | | | ²⁴ Reserve car. |
| 41.97 | | | ²² 2 | 17 9 | 7 2 | | | | |
| 129 | | | ²¹ 1 | 29 1 | 9 4 | | | | Closed mails in charge of conductor on night trains, 7 round trips per week. |
| 50.50 | 26,865 | 7 | 2 | 13 3 | 9 4 | 1 | 1 | 1 | |
| 40.95 | 25,634 | 6 | 1 | 10 4 | 6 4 | 1 | 1 | 1 | |
| 47.89 | 29,979 | 6 | 1 | 11 9 | 6 9 | 1 | 1 | 1 | |
| 103.80 | 65,664 | 6 | ²¹ 2 | 12 21 | 6 6 8 2 | 2 | 1 | 2 | |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|---------------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|---------------------------------------------------------------|---------------------------------------------------------------------------------|
| <i>Atlanta, Ga., and Montgomery, Ala.</i> | 174.80 | 15012 | 4 | 17, 18... | Atlanta, Macon, Ga..... | Central Railroad and Banking Company of Georgia. |
| | | 15003 17001 | | 19, 20... | Atlanta, West Point, Ga. Montgomery, Ala., West Point, Ga. | Atlanta and West Point. Western Railroad of Alabama. |
| Attica and Arcade, N. Y. | 26 | 6108 | 2 | ..... | Attica, Arcade, N. Y..... | Tonawanda Valley and Cuba. |
| Auburn and Freeville, N. Y. | 40 | 8076 | 2 | ..... | Freeville, Auburn, N. Y.. | Ithaca Auburn and Western. |
| <i>Augusta and Atlanta, Ga.</i> | 172.59 | 15004 | 4 | 17, 20... | Augusta, Atlanta, Ga.... | Georgia Railroad and Banking Company. |
| Augusta and Macon, Ga. | 184.57 | 15005 | 4 | ..... | Augusta, Millen, Ga..... | Central Railroad and Banking Company of Georgia. |
| | | 15010 |  | ..... | Savannah, Macon, Ga | do |
| Augusta, Ga., and Port Royal, S. C. | 110.77 | 14010 | 4 | ..... | Augusta, Ga., Port Royal, S. C. | Port Royal and Augusta |
| Augusta and Portland, Me. | 62.94 | 6 | 1 and 2. | ..... | Portland, Bangor, Me | Maine Central |
| Austin, Minn., and Mason City, Iowa. | 41.47 | 28012 | 6 | ..... | Austin, Minn., Mason City, Iowa. | Chicago, Milwaukee and Saint Paul. |
| <i>Baltimore, Md., and Grafton, W. Va.</i> | 294 | 10003 | 3 | 49, 51, 57, 53, 48, 50, 54. | Baltimore, Md., Wheeling, W. Va. | Baltimore and Ohio |
| Baltimore, Md., and Martinsburgh, W. Va. | 100 | 10017 | 3 | 51, 48... | Baltimore, Md., Harper's Ferry, W. Va. | do |
| | | 10013 | 3 | ..... | Baltimore, Md., Wheeling, W. Va. | do |
| Baltimore, Md., and Washington, D. C. | 42 | 10013 | 3 | ..... | Bay View, Md., Washington, D. C. | Baltimore and Potomac .. |
| Baltimore and Williamsport, Md. | 93 | 10006 | 3 | ..... | Baltimore, Williamsport, Md. | Western Maryland |
| <i>Bangor, Me., and Boston, Mass.</i> | 246.80 | 3001 | 1 | 1 and 2 | Boston, Mass., Portland, Me. | Eastern |
| | | 6 |  | ..... | Portland, Bangor, Me | Maine Central |
| <i>Bangor, Me., and Boston, Mass.</i> Short run. | 56.09 | 3001 | 1 | ..... | Boston, Mass., Portland, Me. | Eastern |
| Bangor and Bucksport, Me. | 18.89 | 13 | 1 | ..... | Bangor, Bucksport, Me .. | Bucksport and Bangor .. |
| Batavia and Buffalo, N. Y. | 47 | 6014 | 2 | ..... | Canandaigua, Tonawanda, N. Y. | New York Central and Hudson River. (Tonawanda, Batavia and Canandaigua branch.) |
| Bath and Lewiston, Me. | 24.17 | 3 | 1 | ..... | Farmington, Brunswick, Me. | Maine Central |
| | | 11 |  | ..... | Brunswick, Bath, Me | do |
| Bayard and New Philadelphia, Ohio. | 32.39 | 21008 | 5 | ..... | Bayard, New Philadelphia, Ohio. | Pennsylvania Company .. |
| Bay City and Detroit, Mich. | 108.62 | 24013 | 9 | ..... | Detroit, Bay City, Mich.. | Michigan Central |
| Bay City and Jackson, Mich. | 115 | 24009 | 9 | ..... | Jackson, Mackinaw City, Mich. | do |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| (¹) | 254, 916 | 14 | 4 | 49 1 | 9 1 | 3 | 2 | 9 | ¹⁶ miles covered by Atlanta and Macon, Ga., R. P. O. |
| 80. 60 88 | | | | | | 3 | 1 | | |
| 25. 83 | 16, 276 | 6 | 1 | 8 0 | 5 4 | 1 | 1 | 1 | |
| 39. 79 | 25, 040 | 6 | 1 | 7 2 | 6 6 | 1 | 1 | 1 | |
| 172. 59 | 125, 990 | 7 | 1 | 24 | 8 7 | 3 | 1 | 3 | Closed mails in charge of conductor on night trains, 7 round trips per week. |
| 79 | 103, 020 | 6 | 4 | 14 1 | 6 7 | 3 | 1 | 3 | Closed mails in charge of conductor on night trains, 7 round trips per week. |
| 85. 57 | | | | | | | | | |
| 110. 77 | 80, 812 | 7 | 2 | 10 4 | 6 7½ | 1 | 1 | 1 | Closed mails in charge of conductor on night trains between Yemassee and Port Royal, S. C. |
| (⁷) | 39, 400 | 6 | 1 | 16 | 6 7 | 1 | 1 | 1 | ⁷ Covered by Bangor and Boston R. P. O. 62.94 miles. |
| 41. 47 | 25, 960 | 6 | 1 | 15 4 | 8 6 | 1 | 1 | 1 | ⁸ Reserve car. |
| 294 | 429, 240 | 14 | 8 | 51 5 | 8 9 | 8 | 2 | 10 | Two short stops between Baltimore and Cumberland, Md. One short stop between Baltimore, Md., and Washington, D. C. |
| 400 | 62, 600 | 6 | 2 | 14 | 8 4 | 1 | 1 | 2 | ⁴ Main stem, Relay to Point of Rocks, Md. |
| (⁴) | | | | | | | | | ⁵ Covered by Baltimore and Grafton R. P. O. 40 miles. |
| (⁴) | 26, 292 | 6 | 4 | 14 4 | 8 4 | 1 | 1 | 1 | ⁶ Covered by New York and Washington R. P. O. 42 miles. |
| 93 | 58, 218 | 6 | 3 | 8 | 8 | 2 | 1 | 2 | |
| 109. 08 | 332, 560 | 13 | 4 | 60 | 9 1 | 8 | 3 | 28 | ⁷ Four short stops between Boston, Mass., and Portland, Me.: two on day train and two on night train. |
| 137. 72 | | | 81 | 40 | 9 | | | | ⁸ Reserve car. |
| (⁹) | 35, 081 | 6 | (¹⁰) | | | 1 | 2 | 13 | ⁹ Covered by Bangor and Boston R. P. O. 56.09 miles. |
| | | | | | | | | | ¹⁰ The cars used by Bangor and Boston short run are also used by the North Conway and Portsmouth R. P. O. (See column of remarks of that line.) |
| 18. 89 | 23, 650 | 12 | 1 | 15 2 | 7 4 | 1 | 1 | 12 | ¹¹ One clerk as a relief in addition to the two clerks reported on this sheet. |
| 136 | 29, 422 | 6 | 1 | 5 9 | 6 0 | 1 | 1 | 1 | ¹² One clerk as relief. Also relieves Blanchard and Oldtown and Belfast and Burnham R. P. O's. |
| 15. 03 | 30, 260 | 12 | 1 | 16 | 6 7 | 1 | 1 | 1 | ¹³ Run extended 11 miles to Buffalo. |
| (¹⁴) | | | | | | | | | ¹⁴ Covered by Rockland and Brunswick R. P. O. 9.14 miles. This clerk is relieved once in four weeks. (See column of remarks North Anson and Lewiston R. P. O.) |
| 32. 39 | 20, 276 | 6 | 1 | 14 6 | 8 9 | 1 | 1 | 1 | |
| 168. 62 | 135, 992 | 12 | 102 | 12 | 6 8 | 3 | 1 | 3 | ¹⁵ Double daily (except Sunday) service. |
| | | | 1 | 14 | 9 1 | | | | ¹⁶ One of these cars held in reserve. Clerks run two weeks and lay off one. |
| 1298. 16 | 143, 980 | 12 | 1 | 16 10 | 8 5 | | | | ¹⁷ Miles of route covers Mackinaw City and Bay City R. P. O. |
| | | | 2 | 15 6 | 9 3 | 4 | 1 | 4 | ¹⁸ Double daily (except Sunday) service. |
| | | | 101 | 12 | 9 | | | | ¹⁹ Held in reserve. |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mail. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|------------------------------------------------------|----------------------------------------------------------------------------|--------------------------------------------------------|
| Bay City, Wayne, and Detroit, Mich. | 120.85 | 24006 | 9 | ..... | Detroit, Mich., Chicago, Ill. | Michigan Central..... |
| | | 24015 | .. | ..... | Monroe, Ludington, Mich. | Flint and Pere Marquette. |
| | | 24048 | .. | ..... | East Saginaw, Bay City, Mich. | do |
| Beardstown and Shawneetown, Ill. | 229.06 | 23033 | 6 | ..... | Beardstown, Shawneetown, Ill. | Ohio and Mississippi..... |
| Belfast and Burnham, Me. | 33.95 | 4 | 1 | ..... | Belfast, Burnham Village, Me. | Maine Central |
| Bellaire and Woodsfield, Ohio. | 43 | 21063 | 5 | ..... | Bellaire, Woodsfield, Ohio | Bellaire and Southwest. |
| Bellevue and Cascade, Iowa. | 36.68 | 27053 | 6 | ..... | Bellevue, Cascade, Iowa.. | Chicago, Milwaukee and Saint Paul. |
| Beloit and Solomon City, Kans. | 56.90 | 33025 | 7 | ..... | Solomon City, Beloit, Kans. | Union Pacific (Kansas Division). |
| Belvidere, N. J., and Philadelphia, Pa. | 102 | 7008 | 2 | ..... | Trenton, N. J., intersection of Delaware, Lackawanna and Western Railroad. | Belvidere Division, Pennsylvania. |
| Bement and Effingham, Ill. | 61.85 | 23043 | 6 | ..... | Streator, Altamont, Ill.. | Wabash, Saint Louis and Pacific. |
| | | 23063 | .. | ..... | Shumway, Effingham, Ill. | do |
| Bennington, Vt., and Chatham, N. Y. | 58 | 6054 | 2 | ..... | Chatham, N. Y., Bennington, Vt. | Lebanon Springs |
| Bethany Junction, Iowa, and Grant City, Mo. | 45.15 | 27006 | 6 | ..... | Charlton, Iowa, Grant City, Mo. | Chicago, Burlington and Quincy. |
| Bethlehem and Philadelphia, Pa. | 55 | 8004 | 2 | ..... | Philadelphia, Bethlehem, Pa. | Philadelphia and Reading, North Pennsylvania Division. |
| Big Rapids and Detroit, Mich. | 191 | 24016 | 9 | ..... | Ionia, Big Rapids, Mich.. | Detroit, Lansing and Northern. |
| | | 24017 | .. | ..... | Detroit, Howard City, Mich. | do |
| Big Rapids and Holland, Mich. | 91 | 24022 | 9 | ..... | Muskegon, Big Rapids, Mich. | Chicago and West Michigan. |
| | | 24021 | .. | ..... | New Buffalo, Pentwater, Mich. | do |
| Binghamton and New York, N. Y. | 210 | 7028 | 2 | ..... | Hoboken, Danville, N. J. | Delaware, Lackawanna and Western. |
| | | 8019 | .. | ..... | Binghamton, N. Y., New Hampton, N. J. | do |
| Bismarek, Dak., and Glendive, Mont. | 221.34 | 26001 | 6 | ..... | Duluth, Minn., Glendive, Mont. | Northern Pacific..... |
| Blair and Long Pine, Nebr. | 237.42 | 27077 | 6 | ..... | California Junct'n, Iowa, Fremont, Nebr. | Sioux City and Pacific... |
| | | 34010 | .. | ..... | Fremont, Long Pine, Nebr. | Fremont, Elkhorn and Missouri Valley. |
| Blanchard and Oldtown, Me. | 64.03 | 14 | 1 | ..... | Oldtown, Blanchard, Me.. | Bangor and Piscataquis... |
| Bloomington and Roodhouse, Ill. | 110.45 | 23018 | 6 | 131, 133, 132. | Bloomington, East Saint Louis, Ill. | Chicago and Alton |
| Bluffs, Ill., and Hannibal, Mo. | 50.57 | 23025 | 6 | ..... | Hannibal, Mo., Bluffs, Ill. | Wabash, Saint Louis and Pacific. |
| Boston, Mass., and Albany, N. Y. | 202.06 | 3025 | 1 | 97, 101, 94, 100. | Boston, Mass., Albany, N. Y. | Boston and Albany |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| (1) | 73,652 | 6 | 1 | 20 9 | 8 10 | 2 | 1 | 2 | ¹ 18 miles of route (Detroit to Wayne, Mich.) included in Detroit and Chicago R. P. O. |
| (7) | 12.75 | | ²¹ 1 | 16 | 9 | | | | ²⁰ 10 miles of route (Wayne to East Saginaw, Mich.) included in Ludington and Toledo R. P. O. |
| 229.06 | 143,391 | 6 | 1 | 16 6 | 8 10½ | 4 | 1 | 4 | ²¹ Held in reserve. ²² This line is divided at Flora, Ill. ²³ Reserve car. |
| 83.95 | 21,252 | 6 | 1 | 16 | 6 7 | 1 | 1 | 1 | This clerk is relieved once in four weeks. (See column of remarks Bangor and Bucksport R. P. O.) |
| 43 | 26,918 | 6 | 1 | 5 10 | 5 10 | 1 | 1 | 1 | |
| 26.68 | 22,961 | 6 | 1 | 7 2 | 5 10 | 1 | 1 | 1 | ²⁴ Reserve car. |
| 50.90 | 41,537 | 7 | ²¹ 1 | 7 6 | 5 9 | 1 | 1 | 1 | |
| 48.70 | 63,852 | 6 | 1 | 25 1 | 8 10½ | 1 | 1 | 1 | ²⁵ 33 miles covered by New York and Washington R. P. O., Route 7004. ²⁶ Two reserve cars. |
| 62.60 | 38,718 | 6 | 1 | 11 3 | 6 10 | 1 | 1 | 1 | |
| 9.25 | | | | | | | | | |
| 58.20 | 36,308 | 6 | 1 | 8 6 | 8 6 | 1 | 1 | 1 | |
| 45.15 | 28,263 | 6 | 1 | 10 | 6 2 | 1 | 1 | 1 | |
| 54.46 | 34,430 | 6 | 1 | 8 10½ | 6 11½ | 1 | 1 | 1 | |
| 48.03 | 119,566 | 6 | 1 | 15 | 9 | 3 | 1 | 4 | ²⁷ Clerks run two weeks and lay off one; one short stop Lansing to Detroit, Mich. |
| (9) | | | ²¹ 1 | 13 1 | 9 1 | | | | ²⁸ 122.97 miles of route (Ionia to Detroit, Mich.) included in Howard City and Detroit R. P. O. |
| 55.50 | 56,966 | 6 | 1 | 12 | 7 4 | 2 | 1 | 2 | ²⁹ Held in reserve. ³⁰ Held in reserve. |
| (12) | | | ²¹ 1 | 13 4 | 8 10 | | | | ³¹ 35.50 miles of route (Muskegon to Holland, Mich.) included in Pentwater and Muskegon R. P. O. |
| 134.15 | 131,460 | 6 | 2 | 20 | 7 6 | 3 | 1 | 145 | ³² 32 miles additional between Danville and Washington, N. J. |
| 114.50 | | | ²¹ 1 | 18 | 7 6 | | | | ³³ One short stop Boonton to Water Gap and return; one short stop Binghamton to Ansonia, Pa. ³⁴ One reserve car. |
| 221.24 | 138,558 | 6 | (17) | | | 4 | 1 | 4 | ³⁵ 30 miles, between Double Track and Washington, covered by New York, Dover, and Easton R. P. O., route No. 7013. ³⁶ No apartment provided. |
| 24.73 | 148,624 | 6 | 3 | 17 9 | 9 6 | 3 | 1 | 3 | ³⁷ Reserve cars. |
| 212.69 | | | ²¹ 1 | 17 8 | 9 6 | | | | |
| 64.03 | 40,082 | 6 | 1 | 13 9 | 9 3 | 1 | 1 | 1 | ³⁸ Reserve car. This clerk is relieved once in four weeks. (See column of remarks, Bangor and Bucksport R. P. O.) |
| 110.45 | 60,141 | 6 | ²¹ 1 | 14 | 9 | 2 | 1 | 2 | ³⁹ Whole car. |
| 50.57 | 31,656 | 6 | ²¹ 1 | 7 8 | 6 8 | 1 | 1 | 1 | ⁴⁰ Reserve. |
| 202.06 | 283,286 | 12½ | 2 | 40 | 8 11½ | 4 | 242 | 24 | ⁴¹ Parts of cars. ⁴² Reserve car. |
| | | | ²¹ 1 | 25 8 | 8 9 | 4 | 244 | | ⁴³ A. M. |
| | | | ²¹ 1 | 12 | 9 6 | | | | ⁴⁴ P. M. |
| | | | ²¹ 1 | 28 6 | 8 6 | | | | |
| | | | ²¹ 1 | 28 7 | 8 7 | | | | |

TABLE A'.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mail. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-------------------------|------------------------------------------------------|---------------------------------------------|-----------------------------------|
| <i>Boston, Mass., and Albany, N. Y.</i> Short run. | 98.66 | 3025 | 1 | 99..... | Boston, Mass., Albany, N. Y. | Boston and Albany..... |
| <i>Boston, Clinton, and Fitchburgh, Mass.</i> | 57.49 | 3025 | 1 | ..... | do | do |
| | | 3051 | .. | | New Bedford, Fitchburgh, Mass. | Old Colony, Northern Division. |
| <i>Boston, Mass., and Greenville, N. H.</i> | 59.90 | 3021 | 1 | ..... | Boston, Greenfield, Mass. | Fitchburgh... .. |
| | | 3024 | .. | | Ayer, Mass., Greenville, N. H. | do |
| <i>Boston, Mass., and Hopewell Junction, N. Y.</i> | 214.88 | 3034 | 15, 8, 9, 11 | | Boston, Mass., Willimantic, Conn. | New York and New England. |
| | | 5007 | 48..... | | Hopewell Junction, N. Y., Providence, R. I. | do |
| <i>Boston, Mass., and New York, N. Y.</i> Shortrun. | 135.59 | 5005 | 13, 13..... | | New York, N. Y., Springfield, Mass. | New York, New Haven and Hartford. |
| <i>Boston, Mass., and Providence, R. I.</i> | 44.19 | 3035 | 1 | ..... | Boston, Mass., Providence, R. I. | Boston and Providence.. |
| <i>Boston, Mass., Providence, R. I., and New York, N. Y.</i> | 231.23 | 3035 | 13, 4..... | | Boston, Mass., Providence, R. I. | do |
| | | 4002 | .. | | Providence, R. I., Grafton, Conn. | New York, Providence and Boston. |
| | | 5004 | .. | | New Haven, New London, Conn. | New York, New Haven and Hartford. |
| | | 5005 | .. | | New York, N. Y., Springfield, Mass. | do |
| <i>Boston, Springfield, Mass., and New York, N. Y.</i> | 234.25 | 3025 | 12, 3, 5, 10, 11, 12... | | Boston, Mass., Albany, N. Y. | Boston and Albany..... |
| | | 5005 | .. | | New York, N. Y., Springfield, Mass. | New York, New Haven and Hartford. |
| <i>Boston, Mass., and Troy, N. Y.</i> | 190.83 | 3021 | 1 | 101, 103. | Boston, Greenfield, Mass. | Fitchburgh..... |
| | | 3022 | .. | 94, 98.... | Greenfield, North Adams, Mass. | do |
| | | 6067 | .. | | Troy, N. Y., North Adams, Mass. | Troy and Boston..... |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| (7) | 61,761 | 6 | 21 | 27 9 | 8 3 | 2 | 2 | 4 | ¹ Covered by Boston and Albany R. P. O. 98.66 miles. |
| (8) | 35,988 | 6 | 1 | 15 | 6 | 1 | 1 | 2 | ² Part of a car. |
| 30.28 | | | | | | | | | ³ Covered by Boston and Albany R. P. O. 21.21 miles. |
| (9) | 37,497 | 6 | 1 | 6 6 | 9 | 1 | 1 | 1 | ⁴ One man as a relief; also relieves Rutland and Hoosick Junction, Keene and Springfield, Nashua and Worcester, and Boston and Greenville clerks. |
| 23.83 | | | | | | | | | ⁵ Covered by Boston and Troy R. P. O. 36.07 miles. This clerk is relieved once in 6 weeks. (See column of remarks Boston, Clinton and Fitchburgh R. P. O.) |
| 85.90 | 124,514 | 6 | 1 | 18 2 | 8 11 | 3 | 2 | 10 | ⁶ Reserve cars also used by the Boston, Waterbury and Boston Willimantic agents. |
| 129.08 | | | 1 | 13 10 | 8 8 | 4 | 1 | | ⁷ On the a. m. run west there are 2 clerks to Waterbury, Conn., the second clerk stopping there and returning on the a. m. run west next day. On the 1 p. m. run west there is 1 clerk to a car; this clerk runs to Waterbury, Conn., returning next a. m., the second clerk on Boston and Hopewell Junction returning with him—there being 2 clerks on the run east from Waterbury, Conn., four clerks between Boston and Hopewell Junction, 6 clerks between Boston and Waterbury, Conn. |
| | | | 1 | 14 10 | 8 | | | | |
| | | | 1 | 13 10 | 6 7 | | | | |
| (10) | 84,879 | 6 | 1 | 44 | 8 6 | 4 | 2 | 1011 | ⁸ Covered by Boston, Springfield and New York R. P. O. 62.36 miles, and by Boston, Providence, and New York R. P. O. 73.23 miles. |
| | | | 1 | 34 8 | 8 6 | | | | ⁹ Reserve car, but is unfit for use. |
| | | | 1 | 31 | 8 8 | | | | ¹⁰ 3 short stops between New York, N. Y., and New Haven, Conn. |
| (11) | 55,825 | 12 | 8 | 15 | 6 4 | 2 | 1 | 123 | ¹¹ Covered by Boston and Providence and New York R. P. O. 44.19 miles. |
| 44.19 | 168,797 | 7 | 2 | 55 | 8 8 | 4 | 3 | 12 | ¹² One clerk as relief; also relieves Providence and New London clerk. |
| 62.10 | | | | | | | | | |
| 51.71 | | | | | | | | | |
| 73.23 | | | | | | | | | |
| (12) | 464,288 | 19 | 2 | 55 | 8 8 | 8 | 4 | 1236 | ¹³ Covered by Boston and Albany R. P. O. 98.66 miles. |
| 162.26 | | | 2 | 54 6 | 8 8 | | | | ¹⁴ Six round trips per week by 4.30 p. m.; messenger in charge closed mails; no apartment in car; runs in baggage-car. |
| | | | 1 | 35 4 | 8 7 | | | | ¹⁵ 6 messengers on 4.30 p. m. run. |
| | | | | | | | | | ¹⁶ Covered by Boston, Providence and New York R. P. O. 73.23 miles. |
| 105.71 | 258,378 | 18 | 1 | 15 | 6 6 | 12 | 2 | 1226 | ¹⁷ Reserve car; part of a car. |
| 37.12 | | | 1 | 16 2 | 9 | | | | ¹⁸ Reserve cars; all of these cars are parts of cars. |
| 48 | | | 1 | 30 | 8 3 | | | | ¹⁹ Two short stops between Athol, Mass., and Troy, N. Y. |
| | | | 1 | 18 | 6 6 | | | | |
| | | | 1 | 15 10 | 8 9 | | | | |
| | | | 1 | 30 | 8 6 | | | | |
| | | | 1 | 17 6 | 6 2 | | | | |
| | | | 1 | 16 6 | 9 | | | | |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, terminal of route. | Corporate title of company. |
|---------------------------------------------------------------------------------------------------------|------------------------|------------------|-------------|-------------------------------------------------------|---------------------------------------------|-------------------------------------------------------|
| Boston, Mass., and Waterbury, Conn. | 149.71 | 3034 | 1 | ..... | Boston, Mass., Willimantic, Conn. | New York and New England. |
| | | 5007 | .. | ..... | Hopewell Junction, N. Y., Providence, R. I. | do |
| <i>Boston and Wellfleet, Mass.</i> | 106.39 | 3038 | 1 | ..... | Boston, South Braintree, Mass. | Old Colony |
| | | 3039 | .. | ..... | South Braintree, Mass., Newport, R. I. | do |
| | | 3041 | .. | ..... | Middleborough, Providence-town, Mass. | do |
| Boston, Mass., and Willimantic, Conn. | 85.80 | 3034 | 1 | ..... | Boston, Mass., Willimantic, Conn. | New York and New England. |
| Boston Corners and Rhinecliff, N. Y. | 35 | 6097 | 2 | ..... | Rhinecliff, Boston Corners, N. Y. | Rhinebeck and Connecticut. |
| Bowie and Pope's Creek, Md. | 49 | 10014 | 3 | ..... | Bowie, Pope's Creek, Md. | Baltimore and Potomac. |
| Bowling Green, Ky., and Decatur, Ala. | 193 | 20005 | 5 | ..... | Louisville, Ky., Nashville, Tenn. | Louisville and Nashville. |
| | | 19006 | .. | ..... | Nashville, Tenn., Decatur, Ala. | do |
| Branch Junction and Pittsburgh, Pa. | 64 | 8039 | 2 | ..... | Blairsville, Allegheny, Pa. | Pennsylvania Railroad, West Pennsylvania Division. |
| Brattleborough, Vt., and Palmer, Mass. | 60.37 | 3061 | 1 | ..... | Palmer, Miller's Falls, Mass. | Central Vermont |
| | | 3062 | .. | ..... | Miller's Falls, Mass., Brattleborough, Vt. | do |
| Breckenridge, Minn., and Durbin, Dak. | 47.87 | 35003 | 6 | ..... | Breckenridge, Minn., Durbin, Dak. | Saint Paul, Minneapolis and Manitoba. |
| Breckenridge and Saint Paul, Minn. | 217.66 | 28006 | 6 | ..... | Saint Paul, Breckenridge, Minn. | do |
| Bremond and Cisco, Tex. | 197.78 | 31005 | 7 | ..... | Bremond, Albany, Tex. | Houston and Texas Central. |
| Brewster's Station and New York, N. Y. | 63 | 6017 | 2 | ..... | New York, Brewster's Station, N. Y. | New York City and Northern and Metropolitan Elevated. |
| <i>Bristol and Chattanooga, Tenn.</i> | 242.10 | 19002 | 5 33, 36 | ... | Bristol, Chattanooga, Tenn. | East Tennessee, Virginia and Georgia. |
| Brocton, N. Y., and Oil City, Pa. | 90 | 6061 | 2 | ..... | Brocton, N. Y., Corry, Pa. | Buffalo, Pittsburgh and Western. |
| Brunswick and Albany, Ga. | 172.39 | 15023 | 4 | ..... | Brunswick, Albany, Ga. | Brunswick and Albany. |
| Brunswick, Mo., and Council Bluffs, Iowa. | 223.88 | 28013 | 7 111, 110. | ..... | Brunswick, Mo., Council Bluffs, Iowa. | Wabash, Saint Louis and Pacific. |
| Buda and Yates City, Ill. | 50.55 | 23072 | 6 | ..... | Elmwood, Buda, Ill. | Chicago, Burlington and Quincy. |
| | | 23009 | .. | ..... | Peoria, Galaburgh, Ill. | do |
| Buffalo and Opelika, Ala. | 22.59 | 17014 | 4 | ..... | Buffalo, Opelika, Ala. | East Alabama and Cincinnati. |
| Buffalo, N. Y., and Emporium, Pa. | 124 | 6058 | 2 | ..... | Buffalo, N. Y., Emporium, Pa. | Buffalo, New York and Philadelphia. |
| Buffalo and Jamestown, N. Y. | 71 | 6091 | 2 | ..... | Buffalo, Jamestown, N. Y. | New York, Lake Erie and Western Railroad. |
| | | | | | | Buffalo and Southwestern Branch. |
| Bureau Junction and Peoria, Ill. | 47.16 | 23019 | 6 | ..... | Bureau Junction, Peoria, Ill. | Chicago, Rock Island and Pacific. |
| Burlington and Council Bluffs, Iowa. | 296.45 | 27005 | 6 145, 148. | ..... | Burlington, Council Bluffs, Iowa. | Chicago, Burlington and Quincy. |
| Burlington and Keokuk, Iowa. | 43.69 | 27011 | 6 | ..... | Keokuk, Burlington, Iowa. | do |
| Burlington, Iowa, and LaCade, Mo. | 182.37 | 27008 | 6 | ..... | Burlington, Iowa, LaCade, Mo. | Chicago, Burlington and Kansas City. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | | Total number of clerks at work on line. | Remarks. |
|---------------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | | |
| (1) | 93, 718 | 6 | 1 | 18 2 | 8 11 | | | (2) | | ¹ Covered by Boston and Hopewell Junction R. P. O., 83.80 miles. |
| (2) | | | 1 | 17 4 | 9 | | | | | ² For employes, see Boston and Hopewell Junction R. P. O. |
| 11.36 | 133, 200 | 12 | 2 | 20 6 | 9 2 | 2 | 2 | 6 | | ³ Covered by Boston and Hopewell Junction R. P. O., 63.91 miles. |
| 23.09 | | | 1 | 10 | 6 3 | 2 | 41 | | | ⁴ Reserve cars. |
| 71.94 | | | 41 | 12 2 | 8 3 | | | | | ⁵ a. m. run, 2 clerks to a car. |
| (7) | 53, 710 | 6 | 1 | 12 10 | 8 3 | | | | | ⁶ p. m. run, 1 clerk to a car. |
| | | | 41 | 13 10 | 8 8 | 1 | 1 | 82 | | ⁷ Covered by Boston and Hopewell Junction R. P. O., 85.80 miles. |
| 35.20 | 21, 910 | 6 | 1 | 10 6 | 6 6 | 1 | 1 | 1 | | ⁸ 1 clerk as a relief; also relieves Worcester and Norwich and Palmer and New London clerks. |
| 49 | 30, 674 | 6 | 1 | 9 4 | 8 5 | 1 | 1 | 1 | | |
| (9) | 140, 890 | 7 | 5 | 14 6 | 8 6 | 3 | 1 | 3 | | ⁹ Covered by Louisville and Nashville R. P. O., 70.77 miles. |
| 122.23 | | | | | | | | | | |
| ¹⁰ 64.00 | 40, 064 | 6 | 112 | 11 4 | 8 8 | 1 | 1 | 1 | | ¹⁰ Route extended 1.40 miles to Branch Junction. |
| 38.98 | 37, 791 | 6 | 1 | 10 4 | 6 6 | 1 | 1 | 1 | | ¹¹ Reserve car. |
| 21.39 | | | 121 | 11 | 6 6 | | | | | ¹² Reserve car. |
| 47.87 | 29, 966 | 6 | 1 | 17 10 | 8 9 | 1 | 1 | 1 | | |
| 217.66 | 136, 255 | 6 | 2 | 22 | 9 4 | 4 | 1 | 4 | | ¹³ Reserve. |
| 197.76 | 144, 364 | 7 | 131 | 20 | 9 | | | | | |
| 52.50 | 39, 438 | 6 | 1 | 8 10 | 6 10 | 1 | 1 | 1 | | Agent runs from Rector street to One Hundred and Fifty-fifth street, New York City, on the Metropolitan Elevated Railroad. |
| 10.28 | | | | | | | | | | |
| 242.10 | 177, 733 | 7 | 3 | 38 6 | 9 | 4 | 2 | 8 | | |
| 90 | 56, 340 | 6 | 145 | 12 | 6 | 2 | 1 | 2 | | ¹⁴ 2 reserve cars. |
| 172.39 | 107, 916 | 6 | 142 | 11 | 6 6 | | | | | |
| 223.88 | 140, 148 | 6 | 1 | 14 7 | 8 7½ | 2 | 1 | 2 | | |
| 47.80 | 31, 644 | 6 | 1 | 15 8 | 8 | | | | | |
| (15) | 22.50 | 6 | 2 | 25 7½ | 9 2½ | 3 | 1 | 3 | | |
| 123.50 | 77, 624 | 6 | 2 | 12 | 6 10½ | 1 | 1 | 1 | | ¹⁵ Distance (2.75 miles) covered by Peoria and Galesburgh, Ill., R. P. O. |
| 71.09 | 44, 446 | 6 | 1 | 18 | 9 | 2 | 1 | 2 | | ¹⁶ 1 reserve car. |
| | | | 161 | 16 6 | 7 2 | | | | | |
| 47.16 | 29, 522 | 6 | 1 | 13 6 | 6 6 | 1 | 1 | 1 | | |
| 296.45 | 185, 577 | 6 | 2 | 20 | 9 4 | 1 | 1 | 1 | | |
| 42.60 | 27, 349 | 6 | 2 | 51 4½ | 8 9½ | 4 | 2 | 8 | | Whole cars. |
| 182.87 | 114, 168 | 6 | 1 | 15 4 | 8 10 | 1 | 1 | 1 | | |
| | | | 173 | 12 | 9 | 3 | 1 | 3 | | ¹⁷ 1 car in reserve. |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, terminal of route. | Corporate title of company. |
|---------------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|-------------------------------------------|-------------------------------------------------------------|
| Burlington, Iowa, and Quincy, Ill. | 73.65 | 23011 | 6 | ..... | Burlington, Iowa, Quincy, Ill. | Chicago, Burlington and Quincy. |
| Burlington and Washington, Iowa. | 53.04 | 27035 | 6 | ..... | Burlington, Washington, Iowa. | Burlington and North Western. |
| Butler and Logansport, Ind. | | | | | | |
| Butler and Freeport, Pa. | 22 | 8053 | 2 | ..... | Freeport, Butler, Pa. | Pennsylvania, West Pennsylvania Division. |
| Butte City, Mont., and Ogden, Utah. | 416.40 | 41003 | 8 | ..... | Butte City, Ogden. | Utah and Northern. |
| Cadillac and Kalamazoo, Mich. | 146.40 | 24018 | 9 | ..... | Fort Wayne, Ind., Walton, Mich. | Grand Rapids and Indiana. |
| Cairo, Ill., and Corinth, Miss. | 164 | 18004 | 4 | 115, 114. | Mobile, Ala., Cairo, Ill. | Mobile and Ohio. |
| Cairo, Ill., and New Orleans, La. | 550.70 | 18001 | 4 | 115, 117. | Canton, Miss., Cairo, Ill. | Chicago, Saint Louis and New Orleans. |
| | | 30001 | | 114, 118. | New Orleans, La., Canton, Miss. | do. |
| Cairo, Ill., and Poplar Bluff, Mo. | 74.66 | 28027 | 7 | ..... | Cairo, Ill., Poplar, Bluff, Mo. | Saint Louis, Iron Mountain and Southern. |
| Calistoga and Vallejo Junction, Cal. | 43.78 | 46008 | 8 | ..... | Calistoga, Vallejo Junction. | California Pacific. |
| Calmar and Davenport, Iowa. | 155.88 | 27027 | 6 | ..... | Davenport, Calmar, Iowa. | Chicago, Milwaukee and Saint Paul. |
| Calmar, Iowa, and Mitchell, Dak. | 331.95 | 27025 | 6 | ..... | Calmar, Pattersonville, Iowa. | do. |
| | | 27049 |  | ..... | Pattersonville, Iowa, Running Water, Dak. | do. |
| | | 35002 |  | ..... | Marion, Chamberlain, Dak. | do. |
| Camak and Macon, Ga. | 78.59 | 15021 | 4 | ..... | Camak, Macon, Ga. | Georgia Railroad and Banking Company. |
| Cambridge City and Columbus, Ind. | 65.61 | 22011 | 5 | ..... | Cambridge City, Columbus, Ind. | Pennsylvania Company. |
| Cambridge Junction and Burlington, Vt. | 34.47 | 2014 | 1 | ..... | Burlington, Cambridge Junction, Vt. | Burlington and La Moille. |
| Cameron and Plattsburgh, Mo., and Atchison, Kans. | 63.50 | 27017 | 7 | 133, 132. | Davenport, Iowa, Leavenworth, Kans. | Chicago, Rock Island and Pacific. |
| | | 28032 |  | ..... | Atchison, Kans., Edgerton Junction, Mo. | do. |
| Cameron, Saint Joseph, Mo., and Atchison, Kans. | 58.33 | 28005 | 7 | ..... | Quincy, Ill., Saint Joseph, Mo. | Hannibal and Saint Joseph. |
| | | 28030 |  | ..... | Saint Joseph, Mo., Atchison, Kans. | do. |
| Canal Dover and Marietta, Ohio. | 98.22 | 21040 | 5 | ..... | Canal Dover, Marietta, Ohio. | Cleveland and Marietta. |
| Canandaigua and Batavia, N. Y. | 50 | 6014 | 2 | ..... | Canandaigua, Tonawanda, N. Y. | New York Central and Hudson River. |
| Canastota and Elmira, N. Y. | 120 | 6075 | 2 | ..... | Horseheads, Cortland, N. Y. | Utica, Ithaca and Elmira. |
| | | 6080 |  | ..... | Canastota, Cortland, N. Y. | Casanovia, Canastota and De Ruyter. |
| Canandaigua and Elmira, N. Y. | 68 | 6063 | 2 | ..... | Canandaigua, Elmira, N. Y. | Northern Central. |
| Canton and Mechanic Falls, Me. | 26.09 | 19 | 1 | ..... | Mechanic Falls, Gilbertville, Me. | Rumford Falls and Buckfield. |
| Canton and Sherodsville, Ohio. | 48.06 | 21009 | 5 | ..... | Canton, Sherodsville, Ohio. | Connottan Valley. |
| Carbondale to Scranton, Pa. | 18 | 8018 | 2 | ..... | Scranton to Carbondale, Pa. | Delaware and Hudson Canal Company. |
| Careyville and Knoxville, Tenn. | 38.94 | 19008 | 5 | ..... | Careyville to Knoxville, Tenn. | Knoxville and Ohio. |
| Carrollton, N. Y., and Buttsville, Pa. | 25 | 8024 | 2 | ..... | Buttsville, Pa., Carrollton, N. Y. | New York, Lake Erie and Western Railroad (Bradford Branch). |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway postoffice cars, or cars in which mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|----------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|----|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | | |
| 73.65 | 46,104 | 6 | 1 ¹¹ | 19 11 | 8 9 ¹ | 1 | 1 | 1 | | |
| 53.04 | 33,203 | 6 | 1 | 11 5 | 6 4 | 1 | 1 | 1 | | ¹ Reserve car. |
| | | | | | | | | | | See Detroit and Logansport R. P. O. |
| 22.06 | 26,918 | 12 | 1 | 5 3 | 8 7 | 1 | 1 | 1 | | |
| 418.40 | 303,972 | 7 | 3 | 40 | 7 5 ¹ | 7 | 1 | 7 | | |
| (?) | 91,646 | 6 | 1 | 17 | 8 9 | 2 | 1 | 2 | | ² Miles of route included in Kalamazoo and Cincinnati R. P. O., Fifth Division. |
| 164 | 119,720 | 7 | 6 | 21 6 | 8 11 | 3 | 1 | 3 | | |
| 344.27 | 402,011 | 7 | 4 | 45 2 | 9 4 | 6 | 2 | 19 | | Three helpers. |
| 206.43 | | | 1 | 44 11 | 9 2 | 4 | 1 | | | |
| 74.06 | 46,737 | 6 | 1 | 12 10 | 6 4 | 2 | 1 | 2 | | |
| 43.78 | 54,812 | 12 | 2 | 10 | 8 10 | 1 | 1 | 1 | | |
| 165.88 | 103,840 | 6 | 1 | 16 2 | 6 8 | 3 | 1 | 3 | | |
| | | | 1 | 15 10 | 7 4 | | | | | |
| 224.46 | 207,800 | 6 | 2 ¹ | 11 3 | 7 2 | | | | | ³ Reserve. |
| 62.94 | | | 1 | 19 1 | 9 | 44 | 1 | 48 | | ⁴ This line is divided at Sanborn, Iowa. East Division, one short stop between Calmar and Charles City, Iowa. |
| 44.55 | | | 1 | 27 4 | 9 | 53 | 1 | | | ⁵ West Division. |
| 78.59 | 49,197 | 6 | 1 | 10 3 ¹ | 6 9 ¹ | 1 | 1 | 1 | | Closed mails in charge of conductor on night trains, 7 round trips per week. |
| 65.61 | 41,071 | 6 | 1 | 11 | 6 | 2 | 1 | 2 | | Route extended from July 1, 1882, from Columbus to Madison, Ind. |
| 24.47 | 21,578 | 6 | 1 | 3 6 | 3 7 | 1 | 1 | 1 | | |
| 33.50 | 46,350 | 7 | 6 ¹ | 8 8 | 6 10 | | | | | ⁶ Reserve car. |
| 30 | | | 1 | 15 | 9 | 2 | 1 | 3 | | One helper. |
| 36.15 | 42,580 | 7 | 2 | 13 8 | 9 1 ¹ | 1 | 1 | 1 | | |
| 22.18 | | | | | | | | | | |
| 98.22 | 61,485 | 6 | 1 | 12 | 9 | 2 | 1 | 2 | | |
| 50 | 81,300 | 6 | 2 | 5 9 | 6 | 1 | 1 | 1 | | |
| 63.17 | 75,145 | 6 | 7 ¹ | 18 | 9 | 2 | 1 | 2 | | ⁷ Three reserve cars. |
| 49.08 | | | 7 ¹ | 15 6 | 9 | | | | | ⁸ 5.79 miles covered by New York and Dunkirk R. P. O. |
| | | | 7 ¹ | 14 9 | 8 10 | | | | | ⁹ One car in shop. |
| 68.50 | 42,568 | 6 | 10 ² | 10 6 | 7 | | | | | ¹⁰ One reserve car. |
| | | | 10 ³ | 15 | 8 6 | 1 | 1 | 1 | | |
| | | | 1 | 14 10 | 8 6 | | | | | |
| 26.09 | 16,332 | 6 | 10 ² | 14 8 | 8 6 | | | | | |
| | | | 1 | 10 | 6 6 | 1 | 1 | 1 | | |
| 48.06 | 30,085 | 6 | 1 | 6 | 5 10 | 1 | 1 | 1 | | |
| 17.60 | 33,804 | 18 | 1 | 8 10 | 6 6 | 1 | 1 | 1 | | ¹¹ One reserve car. |
| 38.94 | 24,376 | 6 | 11 ¹ | 8 9 | 6 6 | | | | | |
| | | | 1 | 5 6 | 4 6 | 1 | 1 | 1 | | |
| 24.79 | 23,475 | 9 | 1 | 16 | 8 | 1 | 1 | 1 | | |

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| Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, terminal of route. | Corporate title of company. |
|---------------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|------------------------------------------|-----------------------------------------------------|
| Cayuga and Ithaca, N. Y. | 88 | 6089 | 2 | ..... | Cayuga, Ithaca, N. Y. | Geneva, Ithaca and Sayre Railroad (Cayuga Br'ch). |
| Cedar Rapids and Council Bluffs, Iowa. | 272.18 | 23003 | 6 | 137, 140. | Chicago, Ill., Union Pacific Transfer. | Chicago and Northwestern. |
| Cedar Rapids and Emmetsburgh, Iowa. | 185.20 | 27003 | 6 | ..... | Cedar Rapids, Emmetsburgh, Iowa. | Burlington, Cedar Rapids and Northern. |
| Central City and Calvert, Nebr. | 190.10 | 34011. | 6 | ..... | York, Central City, Nebr. | Burlington and Missouri River in Nebraska. |
| | | 34005 .. | | | Nemaha City, York, Nebr. | do |
| | | 34019 .. | | | Nemaha City, Calvert, Nebr. | do |
| <i>Centraik and Cairo, Ill.</i> | 112.63 | 23020 | 6 | 116. | Chicago, Cairo, Ill. | Illinois Central |
| Centreville and Humeston, Iowa. | 42.05 | 28015 | 6 | ..... | Keokuk, Humeston, Iowa | Wabash, Saint Louis and Pacific. |
| Chambersburgh and Richmond Furnace, Pa. | 26 | 8071 | 2 | ..... | Marion Junction, Mercersburgh, Pa. | Cumberland Valley Railroad (South Penn. Br'ch) |
| Chandler and Hudson, Wis. | 83.85 | 25028 | 6 | ..... | Hudson, Gunderson, Wis. | Chicago, Saint Paul, Minneapolis and Omaha. |
| Chariton, Iowa, and Albany, Mo. | 98.68 | 27606 | 6 | ..... | Chariton, Iowa, Grant City, Mo. | Chicago, Burlington and Quincy. |
| | | 27061 .. | | | Bethany Junction, Iowa, Albany, Mo. | do |
| Charleston, S. C., and Augusta, Ga. | 137.45 | 14003 | 4 | ..... | Columbia, Charleston, S. C. | South Carolina Railway. |
| | | 14017 .. | | | Branchville, S. C., Augusta, Ga. | ..... |
| <i>Charleston, S. C., and Jacksonville, Fla.</i> | 288 | 14004 | 4 | 1, 2, 4. | Charleston, S. C., Savannah, Ga. | Charleston and Savannah |
| | | 15009 .. | | | Savannah, Ga., Jacksonville, Fla. | Savannah, Florida and Western. |
| <i>Charlotte, N. C., and Atlanta, Ga.</i> | 267.33 | 15001 | 4 | 17, 19, 18, 20. | Atlanta, Ga., Charlotte, N. C. | Atlanta and Charlotte Air Line. |
| Charlotte, N. C., and Augusta, Ga. | 197.58 | 13007 | 4 | 19, 18. | Charlotte, N. C., Augusta, Ga. | Charlotte, Columbia and Augusta. |
| Charlotte and Shelby, N. C. | 54 | 13008 | 3 | ..... | Charlotte, Shelby, N. C. | Carolina Central |
| Chatham and New York, N. Y. | 130 | 6022 | 2 | ..... | New York, Chatham, N. Y. | New York Central and Hudson River, Harlem Division. |
| <i>Chattanooga, Tenn., and Atlanta, Ga.</i> | 138.47 | 15002 | 4 | 33, 34. | Chattanooga, Tenn., Atlanta, Ga. | Western and Atlantic |
| Chattanooga and Memphis, Tenn. | 310.86 | 17005 | 5 | 33, 36. | Stevenson, Ala., Memphis, Tenn. | Memphis and Charleston. |
| | | 19004 .. | | | Nashville, Chattanooga, Tenn. | Nashville, Chattanooga and Saint Louis. |
| Chattanooga, Tenn., and Meridian, Miss. | 295.54 | 19004 | 4 | 33, 36. | Chattanooga, Nashville, Tenn. | do |
| | | 17015 .. | | | Chattanooga, Tenn., Meridian, Miss. | Alabama Great Southern |
| Cheyenne, Wyo., Boulder and Denver, Colo. | 129.92 | 38003 | 7 | ..... | Denver, Colo., Cheyenne, Wyo. | Colorado Division, Union Pacific. |
| <i>Chicago, Ill., and Burlington, Iowa.</i> | 208.02 | 23007 | 6 | 145, 148. | Chicago, Ill., Burlington, Iowa. | Chicago, Burlington and Quincy. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 23.05 | 23,788 | 6 | ¹ 2 | 10 4 | 7 | 1 | 1 | 1 | ¹ One reserve car. |
| 272.18 | 170,384 | 6 | 2 | 49 2 | 9 2 | 4 | 2 | 8 | Cars run through between Chicago and Council Bluffs. |
| 185.20 | 115,935 | 6 | 1 | 21 | 9 4 | 3 | 1 | 3 | |
| 42.35 | 119,002 | 6 | 2 | 19 10 | 9 4 | | | | |
| | | | | 18 6 | 9 2 | 3 | 1 | 3 | |
| 127.69 10.06 | | | | | | | | | |
| 112.63 | 70,506 | 6 | 1 | 44 4 | 9 0 | 2 | 2 | 4 | |
| 42.05 | 26,323 | 6 | 1 | 8 7 | 9 3 | 1 | 1 | 1 | |
| ¹ 19 | 16,276 | 6 | 1 | 9 9 | 8 6 | 1 | 1 | 1 | ¹ 7 miles covered by Harrisburgh and Martinsburgh R. P. O. |
| 22.85 | 52,490 | 6 | 1 | 12 | 9 3 | 2 | 1 | 2 | ² Reserve. |
| | | | 1 | 8 | 6 6 | | | | |
| 51.42 | 61,773 | 6 | ¹ 1 | 8 6 | 6 8 | | | | |
| | | | 1 | 12 5 | 6 9 | 2 | 1 | 2 | ⁴ Reserve. |
| 47.26 | | | ² 2 | 11 11 | 6 10 | | | | |
| (³) | 86,043 | 6 | (³) | | | 2 | 1 | 2 | ⁵ 62 miles shown in Columbia and Charleston R. P. O. |
| 75.45 | | | | | | | | | ⁶ Cars on this route same as on Columbia and Charleston R. P. O., used by both R. P. O's. |
| ¹ 115 | 420,480 | 14 | 2 | 42 3 | 9 | 4 | 2 | 12 | ⁷ Distance taken from railroad time tables. Closed mails on Albany express in charge of conductor between Savannah and Way Cross, Ga., 7 round trips per week. |
| ¹ 173 | | | 3 | 17 5 | 9 | 4 | 1 | | |
| 267.23 | 260,201 | 14 | (⁵) | 49 1 | 9 1 | 9 | 2 | 18 | ⁸ These cars, 10 in number, run between Washington, D. C., and Atlanta, Ga., and are counted in third division, Washington and Charlotte R. P. O. Closed mail on express train in charge of conductor from Atlanta to Chamblee, Ga. |
| 267.53 | 144,196 | 7 | 1 | 20 | 9 | 9 | 1 | 3 | Closed mails on express trains in charge of conductor between Columbia, S. C., and Augusta, Ga., 7 round trips per week. |
| | | | 1 | 20 4 | 9 | | | | |
| 54 | 33,804 | 6 | 1 | 21 | 8 | | | | |
| | | | 1 | 12 | 6 | 1 | 1 | 1 | |
| 120.50 | 168,394 | 14 | 2 | 20 4 | 8 4 | ⁹ 3 | 1 | 5 | ⁹ Chatham and New York, N. Y., R. P. O.; through run. |
| | | | 1 | 19 10 | 8 2 | ¹⁰ 1 | | | ¹⁰ Pawling to New York, N. Y., R. P. O. |
| | | | 1 | 18 2 | 8 5 | ¹¹ 1 | | | ¹¹ Chatham to Brewster's Station, R. P. O. |
| 126.47 | 202,766 | 14 | 1 | 10 | 8 4 | | | | Closed mails in charge of conductor between Atlanta, Ga., and Chattanooga, Tenn., 6 round trips per week. |
| | | | 1 | 41 9 | 8 7 | 6 | 3 | 18 | |
| | | | 1 | 41 10 | 8 8 | | | | |
| 271.86 | 226,927 | 7 | 2 | 49 9 | 9 2 | | | | |
| | | | 2 | 29 | 8 10 | 5 | 1 | 5 | |
| (¹²) | | | | | | | | | ¹² Covered by Nashville and Chattanooga R. P. O., 39 miles. |
| (¹³) | 215,744 | 7 | 3 | 14 8 | 8 8 | 5 | 1 | 5 | ¹³ 5.07 miles shown in Nashville and Chattanooga R. P. O. |
| | | | 1 | 15 8 | 8 9 | | | | |
| 260.47 | | | 1 | 15 8 | 8 10 | | | | |
| 129.92 | 94,841 | 7 | 1 | 13 | 9 | 2 | 1 | 2 | This clerk's run terminates at Colorado Junction, 5.70 miles west of Cheyenne. Denver and Georgetown, Colo., R. P. O. also runs over this route between Denver and Golden Junction. |
| | | | ¹⁴ 1 | 10 6 | 9 | | | | ¹⁴ Held in reserve. |
| 268.02 | 260,441 | 12 | ¹⁵ 2 | 54 10 | 8 9 | ¹⁶ 4 | 3 | 30 | ¹⁵ Day line. Two shortstops between Mendota, Ill., and Burlington, Iowa. |
| | | | ¹⁶ 2 | 54 10 | 8 9 | ¹⁶ 4 | 4 | | ¹⁶ Night line. |
| | | | ¹⁷ 1 | 54 9 | 8 11 | | | | ¹⁷ Reserve. |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of trains on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|--------------------------------------------------------|--------------------------------------------|----------------------------------------------------|
| <i>Chicago, Ill., and Cedar Rapids, Iowa.</i> | 219 | 23003 | 6 | 135, 137, 138, 140. | Chicago, Ill., Union Pacific Transfer. | Chicago and Northwestern. |
| <i>Chicago, and Centralia, Ill.</i> | 250.69 | 23020 | 6 | 115, 114 | Chicago, Cairo, Ill. | Illinois Central |
| <i>Chicago, Decatur, Ill., and Saint Louis, Mo.</i> | 284.74 | 23066 | 6 | 110 | Chicago, Strawn, Ill. | Wabash, Saint Louis and Pacific. |
| | | 23043 | | | Streator, Altamont, Ill. | do |
| | | 21019 | | | Toledo, Ohio, Quincy, Ill. | do |
| | | 23023 | | | Decatur, East Saint Louis, Ill. | do |
| <i>Chicago, Ill., and Cincinnati, Ohio.</i> | 304.15 | 23020 | 5 | 53, 55, 48, 50. | Chicago, Cairo, Ill. | Illinois Central |
| | | 22029 | | | Kankakee, Ill., Lafayette, Ind. | Cincinnati, Indianapolis, Saint Louis and Chicago. |
| | | 22005 | | | Lafayette, Indianapolis, Ind. | do |
| | | 22003 | | | Indianapolis, Ind., Cincinnati, Ohio. | do |
| <i>Chicago and Effingham, Ill.</i> | 199.21 | 23020 | 6 | 117, 114 | Chicago, Cairo, Ill. | Illinois Central |
| <i>Chicago, Ill., and Dubuque, Iowa.</i> | 191.09 | 23002 | 6 | | Chicago, Freeport, Ill. | Chicago and Northwestern. |
| | | 23021 | | | Dubuque, Iowa, Centralia, Ill. | Illinois Central |
| <i>Chicago, Forreston, Ill., and Dubuque, Iowa.</i> | 203.39 | 23007 | 6 | | Chicago, Ill., Burlington, Iowa. | Chicago, Burlington and Quincy. |
| | | 23036 | | | Aurora, Forreston, Ill. | Chicago and Iowa |
| | | 23021 | | | Dubuque, Iowa, Centralia, Ill. | Illinois Central |
| <i>Chicago, Ill., and Iowa City, Iowa.</i> | 236.72 | 23015 | 6 | 141, 140. | Chicago, Ill., Davenport, Iowa. | Chicago, Rock Island and Pacific. |
| | | 27014 | | 138 | Davenport, Missouri River, Iowa. | do |
| <i>Chicago, Ill., and La Crosse, Wis.</i> | 284.64 | 23035 | 6 | 151, 153. | Chicago, Ill., Milwaukee, Wis. | Chicago, Milwaukee and Saint Paul. |
| | | 25002 | | 150, 152 | Milwaukee, La Crosse, Wis. | do |
| <i>Chicago, Ill., and Louisville, Ky.</i> | 317 | 22008 | 5 | | Chicago, Ill., Delphi, Ind. | Louisville, New Albany and Chicago. |
| | | 22038 | | | Michigan City, Ind., Louisville, Ky. | do |
| <i>Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn.</i> | 454.02 | 23054 | 6 | | Chicago, Lanark Junction, Ill. | Chicago, Milwaukee and Saint Paul. |
| | | 25024 | | | Racine, Wis., Rock Island, Ill. | do |
| | | 27028 | | | Savanna, Ill., Marion, Iowa. | do |
| | | 27012 | | | Clinton, Iowa, La Crosse, Wis. | do |
| | | 26009 | | | Saint Paul, Minn., McGregor, Iowa. | do |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are post-offices. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 219 | 274, 188 | 12 | 3 | 49 2 | 9 2 | 14 | 2 | 133 | ¹ Day line. Two short stops between Cortland Station, Ill., and Cedar Rapids, Iowa, and one short stop in depot at Chicago, Ill. |
| 250.00 | 156, 931 | 6 | 3 | 44 4½ | 9 ½ | 4 | 2 | 29 | ² Night line. |
| 90.87 | 178, 247 | 6 | 41 | 40 | 9 4 | 4 | 1 | 4 | ³ One short stop between Chicago and Champaign, Ill. One car in reserve. |
| 52.90 | | | 1 | 12 | 9 10 | | | | ⁴ Whole car. |
| (⁵) | | | | | | | | | ⁵ Distance (19.50 miles) covered by Lafayette, Ind., and Quincy, Ill., R. P. O. |
| 112.57 | | | | | | | | | ⁶ Covered by lines in sixth division, 55 miles. |
| (⁷) | | | 3 | 5 | 9 5 | 24 | 3 | | |
| 72.75 | 412, 427 | 13 | 3 | 5 | 9 5 | 24 | 4 | 28 | ⁷ Day line 4 crews, 3 clerks to crew. |
| 64.90 | | | | | | | | | ⁸ Night line four crews, 4 clerks to crew. |
| 111.50 | | | | | | | | | |
| (⁹) | 145, 423 | 7 | 2 | 41 4 | 9 | 4 | 2 | 8 | ⁹ Distance (109.21 miles) covered by Chicago and Centralia, Ill., R. P. O. |
| 121.29 | 110, 622 | 6 | 2 | 35 5 | 8 7 | 4 | 2 | 1010 | ¹⁰ Two short stops between Chicago and Huntley, Ill. |
| 60.80 | | | | | | | | | ¹¹ Distance (38.61 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O. |
| (¹¹) | 127, 322 | 6 | 2 | 40 1½ | 9 11½ | 4 | 2 | 8 | ¹² Distance (82.47 miles) covered by Foreston and Aurora, Ill., R. P. O. |
| (¹²) | | | | | | | | | ¹³ Distance (82.31 miles) covered by Chicago, Ill., and Dubuque, Iowa, R. P. O., and by Freeport and Centralia, Ill., R. P. O. |
| 182.92 | 296, 373 | 12 | 142 | 49 4 | 9 4 | 4 | 2 | 1423 | ¹⁴ Day line. Two short stops between Ottawa, Ill., and Iowa City, Iowa, and one short stop between Chicago and Joliet, Ill. |
| 53.80 | | | (¹⁵) 141 | 50 41 4 | 9 4 9 4 | 4 | 3 | | ¹⁵ Night line. Runs in cars of Wilton Junction and Council Bluffs R. A., which run through from Chicago, Ill., to Council Bluffs, Iowa. |
| 86.80 | 385, 971 | 13 | 173 | 65 5 | 9 4 | 4 | 4 | 40 | ¹⁶ Reserve. |
| 197.84 | | | 183 | 59 4 | 9 4 | 4 | 4 | | ¹⁷ Day line. Two short stops between Chicago, Ill., and Milwaukee, Wis., and four short stops between Chicago, Ill., and Tomah, Wis. |
| 87.30 | 196, 198 | 6 | 4 | 11 | 7 8 | 4 | 1 | 4 | ¹⁸ Night line. Two short stops between Chicago, Ill., and Watertown, Wis. |
| 229.70 | | | | | | | | | Previous to May 1, 1882, this clerk run between Michigan City, Ind., and Louisville, Ky. 288.30 miles, 260 days; 317 miles, 73 days. |
| (¹⁹) | 284, 216 | 6 | 3 | 22 0 | 9 4 | 8 | 1 | 2010 | This line is run in two divisions, that portion between Chicago, Ill., and McGregor, Iowa, forming the East Division, and that portion between Dubuque, Iowa, and Saint Paul, Minn., forming the West Division. The clerks of both divisions are on duty in same car between Dubuque and McGregor, Iowa. |
| (²⁰) | | | 1 | 20 0 | 9 4 | | | | ¹⁹ Distance (116.50 miles) covered by Chicago and Savanna, Ill., and Cedar Rapids, Iowa, R. P. O. |
| (²¹) | | | | | | | | | ²⁰ Two short stops on West Division between McGregor, Iowa, and Austin, Minn. |
| 97 | | | | | | | | | ²¹ Distance (22 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O. |
| 215.32 | | | | | | | | | ²² Distance (3.20 miles) covered by Chicago and Savanna, Ill., and Cedar Rapids, Iowa, R. P. O. |

TABLE A'.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------|
| Chicago and Pekin, Ill. | 153.44 | 23017 | 6 | ..... | Chicago, East Saint Louis, Ill. | Chicago and Alton..... |
| | | 23051 | .. | | Joliet, Pekin, Ill. | Chicago, Pekin and Southwestern. |
| Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio. | 295.16 | 22009 | 5 | ..... | Chicago, Ill., Richmond, Ind. | Pittsburgh, Cincinnati and Saint Louis. |
| | | 21025 | .. | | Richmond, Ind., Hamilton, Ohio. | Cincinnati, Richmond and Chicago. |
| | | 21026 | .. | | Dayton, Cincinnati, Ohio | Cincinnati, Hamilton and Dayton. |
| Chicago, Savanna, Ill., and Cedar Rapids, Iowa. | 232.98 | 23054 | 6 | ..... | Chicago, Lanark Junction, Ill. | Chicago, Milwaukee and Saint Paul. |
| | | 25024 | .. | | Racine, Wis., Rock Island, Ill. | do |
| | | 27028 | .. | | Savanna, Ill., Marion, Iowa. | do |
| | | 27020 | .. | | Farley, Cedar Rapids, Iowa. | do |
| Chicago, Ill., and Saint Louis, Mo. | 281.13 | 23017 | 6 | 127, 128, 128, 128. | Chicago, East Saint Louis, Ill. | Chicago and Alton..... |
| Chicago and Streator, Ill. | 100.45 | 23007 | 6 | ..... | Chicago, Ill., Burlington, Iowa. | Chicago, Burlington and Quincy. |
| | | 23012 | .. | | Streator, Aurora, Ill. | do |
| Chicago, Ill., and Terre Haute, Ind. | 181.90 | 23042 | 6 | ..... | Chicago, Danville, Ill. | Chicago and Eastern Illinois. |
| | | 22024 | .. | | Terre Haute, Ind., Danville, Ill. | do |
| Cincinnati, Batavia and Portsmouth, Ohio. | 67.23 | 21052 | 5 | ..... | Cincinnati, Wilson, Ohio | Cincinnati and Eastern .. |
| Cincinnati, Ohio, and Chattanooga, Tenn. | 337.50 | 20020 | 5 | ..... | Cincinnati, Ohio, Chattanooga, Tenn. | Cincinnati, New Orleans and Texas Pacific. |
| Cincinnati and Georgetown, Ohio. | 35 | 21060 | 5 | ..... | Columbia, Hamersville, Ohio. | Cincinnati, Georgetown and Portsmouth. |
| | | 21014 | .. | | Columbus, Cincinnati, Ohio. | Pittsburgh, Cincinnati and Saint Louis. |
| Cincinnati, Hamilton, Ohio, and Indianapolis, Ind. | 125.68 | 21024 | 5 | ..... | Indianapolis, Ind., Hamilton, Ohio. | Cincinnati, Hamilton and Indianapolis. |
| | | 21026 | .. | | Dayton, Cincinnati, Ohio. | Cincinnati, Hamilton and Dayton. |
| Cincinnati, Ohio, and Lexington, Ky. | 99.98 | 20002 | 5 | ..... | Covington, Lexington, Ky. | Kentucky Central |
| Cincinnati, Ohio, and Louisville, Ky. | 110 | 20004 | 5 | 53, 48, 50 | Cincinnati, Ohio, Louisville, Ky. | Louisville and Nashville. |
| Cincinnati, Ohio, Nashville, Tenn., and Memphis, Tenn. | 561.90 | 20004 | 5 | 53, 48. | Cincinnati, Ohio, Louisville, Ky. | do |
| | | 20017 | .. | | Cincinnati Junction, Louisville and Nashville Junction, Ky. | do |
| | | 20005 | .. | | Louisville, Ky., Nashville, Tenn. | do |
| | | 20008 | .. | | Bowling Green, Ky., Memphis, Tenn. | do |
| Cincinnati, Ohio, and New Richmond, Ind. | 26 | 21052 | 5 | ..... | Cincinnati, Wilson, Ohio. | Cincinnati and Eastern .. |
| | | 21085 | .. | | Richmond Junction, Richmond, Ohio. | do |
| Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky. | 126.73 | 22010 | 5 | 53..... | Cincinnati, Ohio, East Saint Louis, Ill. | Ohio and Mississippi.... |
| | | 22019 | .. | | North Vernon, Ind., Louisville, Ky. | do |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are small apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|----------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| (1) | 96,053 | 6 | 2 | 10 | 7 2 | 3 | 1 | 3 | Distance (37.20 miles) covered by Chicago, Ill., and Saint Louis, Mo., R. P. O. Clerks of this line run in cars with Chicago, Ill., and Saint Louis, Mo., R. P. O. between Chicago and Joliet, Ill. |
| 118.24 | | | 1 | 9 4 | 6 4 | | | | |
| 224.12 | 184,770 | 6 | 3 | 11 10 | 8 9 | 4 | 1 | 4 | Reserve car. |
| 48.04 | | | | | | | | | |
| (2) | | | | | | | | | Covered by Toledo and Cincinnati R. P. O. 25 miles. |
| 116.50 | 145,845 | 6 | 4 | | 9 4 | 4 | 1 | 4 | Whole cars. |
| (3) | | | 1 | 22 0 | 9 4 | | | | Distance (22 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O. |
| 88.08 | | | | | | | | | Reserve car. |
| (7) | | | | | | | | | Distance (5.40 miles) covered by Farley and Cedar Rapids, Iowa, R. P. O. |
| 281.13 | 381,212 | 13 | 2 | 44 3 | 9 1 | 8 | 2 | 20 | Day line. |
| | | | 12 | 40 0 | 8 11½ | | | | Four short stops between Chicago and Bloomington, Ill. |
| (11) | 62,881 | 6 | 1 | 35 5 | 8 10 | 2 | 1 | 2 | Night line. One car in reserve. |
| 61.84 | | | 1 | 21 1½ | 8 10 | | | | Distance (38.61 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O. |
| 123.48 | 113,880 | 6 | 1 | 17 5 | 7 3 | 3 | 1 | 3 | Part of car. |
| 54.42 | | | | 16 9 | 6 8 | | | | Reserve car. |
| 67.23 | 14,793 | 6 | 2 | 12 | 6 9 | 1 | 1 | 1 | |
| 337.50 | 246,375 | 7 | 2 | 24 | 9 | 4 | 1 | 16 | Two short stops between Cincinnati and Junction City, Ky. |
| 32 | 16,010 | 6 | 1 | 10 2 | 5 2 | 1 | 1 | 1 | July 25, 1881, increase distance, 7.62 miles. Jan. 16, 1882, increase distance, 5.95 miles. |
| (17) | | | | | | | | | Covered by Columbus and Cincinnati R. P. O. 3 miles. |
| 100.68 | 78,675 | 6 | 4 | 10 4 | 7 2 | 2 | 1 | 2 | |
| (18) | | | | | | | | | Covered by the Toledo and Cincinnati R. P. O. 25 miles. |
| 98.98 | 62,587 | | 3 | 12 | 6 | 2 | 1 | 2 | |
| (19) | 24,430 | 6 | 1 | 10 | 7 2 | 2 | 1 | 2 | Covered by Cincinnati, Nashville and Memphis R. P. O. |
| 110 | 576,481 (21) | | 7 | 45 | 9 | 4 | 3 | 34 | One direction only, running west with Louisville, Nashville and Memphis R. P. O. |
| 4 | | | | | | | | | Cincinnati to Bowling Green, 227.80 miles, 14 times per week; Bowling Green to Memphis, 262.67 miles, 7 times per week; Bowling Green to Nashville, 71.43 miles, 7 times per week. |
| 183.23 | | | | | | | | | Cincinnati to Bowling Green, 4 crews, 2 clerks to crew, and 2 short stops from Cincinnati to Louisville; Cincinnati to Nashville, 4 crews, 3 clerks to crew, and 2 short stops; Cincinnati to Elizabethtown, Louisville to Memphis, 5 crews, 2 clerks to crew. |
| 262.67 | | | | | | | | | Covered by Cincinnati, Batavia and Portsmouth R. P. O. 12 miles. |
| (22) | 16,276 | 6 | 1 | 10 | 6 6 | 1 | 1 | 1 | |
| (24) | 79,332 | 6 | 1 | 17 6 | 9 5 | 2 | 1 | 2 | Covered by Cincinnati and Saint Louis R. P. O. 73 miles. |
| 53.73 | | | | | | | | | |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|------------------------------------------|---------------------------------------------------|
| | | | Division. | | | |
| <i>Cincinnati, Ohio, and Saint Louis, Mo.</i> | 338.06 | 22010 | 5 | 49,53,48, 50. | Cincinnati, Ohio, East Saint Louis, Ill. | Ohio and Mississippi.... |
| Clarion and Foxburgh, Pa. | 31 | 8112 | 2 | ..... | Foxburgh, Clarion, Pa. | Pittsburgh, Bradford and Buffalo. |
| Clarksburgh and Weston, W. Va. | 26 | 12006 | 3 | ..... | Clarksburgh, Weston, W. Va. | Clarksburgh, Weston and Glenville. |
| Clayton, Del., and Chestertown, Md. | 30 | 10012 | 2 | ..... | Clayton, Del., Chestertown, Md. | Kent County |
| Clayton, Del., and Oxford, Md. | 54 | 9503 | 2 | ..... | Clayton, Del., Oxford, Md. | Delaware and Chesapeake |
| Clearwater and Minneapolis, Minn. | 51.14 | 26040 | 6 | ..... | Minneapolis, Clearwater, Minn. | Saint Paul, Minneapolis and Manitoba. |
| Cleveland and Canton, Ohio. | 60.89 | 21073 | 5 | ..... | Cleveland, Canton, Ohio. | Valley |
| <i>Cleveland and Cincinnati, Ohio.</i> | 244.34 | 21042 | 5 | 83, 98, 99 100 | Cleveland, Cincinnati, Ohio. | Cleveland, Columbus Cincinnati and Indianapolis. |
| Cleveland, Hudson and Columbus, Ohio. | 172.63 | 21006 | 5 | ..... | Cleveland, Wellston, Ohio | Pennsylvania Company.. |
| | | 21004 | ..... |  | Hudson, Columbus, Ohio | Cleveland, Mount Vernon and Columbus. |
| <i>Cleveland, Ohio, and Indianapolis, Ind.</i> | 283.76 | 21016 | 5 | 99, 98 | Galion, Ohio, Indianapolis, Ind. | Cleveland, Columbus, Cincinnati and Indianapolis. |
| | | 21042 | ..... |  | Cleveland, Cincinnati, Ohio | do |
| Cleveland and New Lisbon, Ohio. | 91.08 | 21005 | 5 | ..... | Cleveland, Ohio, Sharpsville, Pa. | New York, Pennsylvania and Ohio. |
| | | 21037 | ..... |  | Niles, New Lisbon, Ohio.. | Cleveland and Mahoning Valley. |
| Cleveland, Ohio, and Pittsburgh, Pa. | 150.10 | 21006 | 5 | 71, 99 | Cleveland, Wellsville, Ohio | Pennsylvania Company.. |
| | | 21003 | ..... |  | Bellaire, Ohio, Pittsburgh, Pa. | do |
| Cleveland, Ohio, and Sharpsville, Pa. | 84.50 | 21005 | 5 | ..... | Cleveland, Ohio, Sharpsville, Pa. | New York, Pennsylvania and Ohio. |
| <i>Cleveland and Toledo, Ohio.</i> | 113 | 6052 | 9 | ..... | Buffalo, N. Y., Chicago, Ill. | Lake Shore and Michigan Southern. |
| | | 21007 | ..... |  | Elyria, Millbury, Ohio | do |
| Cleveland, Ohio, and Wheeling, W. Va. | 168 | 21042 | 5 | ..... | Cleveland, Cincinnati, Ohio. | Cleveland, Columbus, Cincinnati and Indianapolis. |
| | | 21041 | ..... |  | Lorain, Bridgeport, Ohio | Cleveland, Tuscarawas Valley and Wheeling. |
| Cleveland, Tenn., and Selma, Ala. | 264.55 | 17010 | 4 | 83, 36 | Cleveland, Tenn., Selma, Ala. | East Tennessee, Virginia and Georgia. |
| Clifton Forge, Va., and Huntington, W. Va. | 227 | 11005 | 3 | ..... | Newport News, Va., to Ashland, Ky. | Chesapeake and Ohio.... |
| Clinton and Anamosa, Iowa. | 71.87 | 27024 | 6 | ..... | Clinton, Anamosa, Iowa | Chicago and Northwestern. |
| Cloverdale and San Francisco, Cal. | 90.00 | 46011 | 8 | ..... | Cloverdale, San Francisco, Cal. | San Francisco and North Pacific. |
| Clyde and Junction City, Kans. | 56.60 | 33015 | 7 | ..... | Junction City, Clyde, Kans. | Kansas Division Union Pacific. |
| Columbia and Charleston, S. C. | 131.02 | 14003 | 4 | ..... | Columbia, Charleston, S. C. | South Carolina |
| Columbia and Walhalla, S. C. | 162.37 | 14001 | 4 | ..... | Columbia, Greenville, S. C. | Columbia and Greenville. |
| | | 14016 | ..... |  | Belton, Walhalla, S. C. | Blue Ridge |
| Columbia and Petersburg, Tenn. | 35.00 | 19015 | 5 | ..... | Columbia, Fayetteville, Tenn. | Duck River Valley |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|--------------------------|------------------|---------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 338.06 | 529,268 | 14 | 6 | 45 50 | 9 9 | 8 | 2 | 16 | Night line established February 28, 1882. Two short stops between Cincinnati, Ohio and Mitchell, Ind. |
| 31.32 | 19,406 | 6 | 1 | 7 8 | 7 2 | 1 | 1 | 1 | |
| 26 | 16,276 | 6 | 1 | 7 8 | 5 8 | 1 | 1 | 1 | |
| 20.06 | 18,780 | 6 | 1 | 8 3 | 6 9 | 1 | 1 | 1 | |
| 54.50 | 23,804 | 6 | 1 | 10 10 | 5 9 | 1 | 1 | 1 | |
| 51.14 | 22,013 | 6 | 1 | 8 3 | 6 6 | 1 | 1 | 1 | |
| 60.28 | 27,804 | 6 | 1 | 12 6 | 9 5 | 1 | 1 | 1 | |
| 244.24 | 281,990 | 14 | 3 | 40 | 9 2 | 4 4 | 2 | 20 | Between Cleveland and Gallion 21 trips per week; residue 14 trips per week. Night line. Day line. Covered by Cleveland and Pittsburgh R. P. O. 26 miles. |
| (⁶) | 108,066 | 6 | 3 | 18 8 | 7 | 3 | 1 | 3 | |
| 148.63 | | | | | | | | | |
| 203.96 | 206,144 | 7 | 2 | 40 | 9 2 | 4 | 2 | 8 | |
| (⁷) | | | | | | | | | Covered between Cleveland and Gallion by the Cleveland and Cincinnati R. P. O., 79.90 miles. |
| (⁸) | 57,026 | 6 | 1 | 6 6 | 6 6 | 2 | 1 | 2 | Covered by Cleveland and Sharpsville R. P. O. 57 miles. |
| 24.06 | | | | | | | | | |
| 101.90 | 98,962 | 6 | 3 | 19 8 | 8 9 | 3 | 1 | 3 | |
| (⁹) | | | | | | | | | Covered by Pittsburgh and Bellaire R. P. O. 48.20 miles. |
| 84.50 | 52,997 | 6 | 1 | 15 6 | 7 | 2 | 1 | 2 | |
| (¹⁰) | 140,242 | 12 | 1 | 17 8 | 9 | 4 | 1 | 12 | Miles of route included in New York and Chicago R. P. O. One car on trip east runs over route 21007, Elyria to Millbury. Double daily (except Sunday) service. One short stop between Cleveland and Elmore, Ohio. Covered by Cleveland and Cincinnati R. P. O. 25 miles. |
| (¹¹) | | | 1 | 40 | 9 | | | | |
| (¹²) | 105,168 | 6 | 1 | 22 16 | 8 11 9 4 | 4 | 4 | 1 | |
| 143 | | | | | | | | | |
| 264.55 | 198,121 | 7 | 1 | 14 5 | 8 10 1 1 7 8 | 4 | 1 | 4 | Closed mails in charge of conductor between Cleveland, Tenn., and Dalton, Ga., on express trains, 7 round trips per week. |
| 227 | 185,710 | 7 | 3 | 17 6 | 8 10 1 1 8 11 1 12 0 7 3 | 4 | 1 | 4 | |
| 71.57 | 44,802 | 6 | 1 | 12 0 | 7 3 | 2 | 1 | 2 | |
| 90.00 | 56,340 | 6 | 2 | 10 3 | 8 11 | 2 | 1 | 2 | |
| 56.66 | 41,818 | 7 | 1 | 12 | 8 10 1 | 1 | 1 | 1 | |
| 131.02 | 95,644 | 7 | 5 | 18 | 8 11 | 2 | 1 | 2 | Closed mails in charge of conductor on night trains between Columbia and Charleston, S. C., 7 round trips per week. |
| 118.84 | 101,642 | 6 | 5 | 18 | 8 11 | 2 | 1 | 2 | |
| 43.53 | | | | | | | | | |
| 25.90 | 21,910 | 6 | 1 | 5 5 | 2 6 | 1 | 1 | 1 | July 1, 1882, increased distance 13.16 miles to Fayetteville, Tenn. |

TABLE A'.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance in miles. | Number of routes. | Division. | Number of train on monthly schedule of through mail. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|--------------------|-------------------|-----------|------------------------------------------------------|-----------------------------------------------------|-------------------------------------------------------------------|
| Columbus and Albion, Nebr. | 43.36 | 34012 | 6 | ..... | Columbus, Norfolk, Nebr. | Omaha, Niobrara and Black Hills. |
| | | 34017 | 7 | ..... | Lost Creek, Albion, Nebr. | do |
| Columbus, Nebr., and Atchison, Kans. | 221.30 | 33012 | 7 | ..... | Atchison, Kans., and Columbus, Nebr. | Burlington and Missouri River (in Nebraska). |
| Columbus, Ohio, and Ashland, Ky. | 133.64 | 21051 | 5 | ..... | Columbus, Ohio, and Ashland, Ky. | Scioto Valley |
| Columbus and Athens, Ohio. | 77.47 | 21036 | 5 | ..... | Columbus and Athens, Ohio. | Columbus, Hocking Valley and Toledo. |
| Columbus and Cincinnati, Ohio. | 120.16 | 21014 | 5 | 69, 71 | Columbus and Cincinnati, Ohio. | Pittsburgh, Cincinnati and Saint Louis. |
| Columbus and Corning, Ohio. | 65.82 | 21068 | 5 | ..... | Columbus and Corning, Ohio. | Ohio Central |
| Columbus and Springfield, Ohio. | 45.86 | 21033 | 5 | ..... | Columbus and Springfield, Ohio. | Indiana, Bloomington and Western, Ohio Division. |
| Columbus, Ga., and Troy, Ala. | 85.96 | 17008 | 4 | ..... | Columbus, Ga., and Troy, Ala. | Mobile and Girard |
| Concord and Claremont, N. H. | 54.90 | 1009 | 1 | ..... | Concord and Claremont, N. H. | Concord and Claremont |
| Corinth and Meridian, Miss. | 193.00 | 18004 | 4 | ..... | Mobile, Ala., and Cairo, Ill. | Mobile and Ohio |
| | | (Pt.) | | | | |
| Corpus Christi and Laredo, Tex. | 163.48 | 31016 | 7 | ..... | Corpus Christi and Laredo, Tex. | Texas and Mexican |
| Council Bluffs, Iowa, and Kansas City, Mo. | 203.50 | 28006 | 7 | ..... | Kansas City, Mo., and Union Pacific Transfer, Iowa. | Kansas City, Saint Joseph and Council Bluffs. |
| Covington and Memphis, Tenn. | 37.56 | 19011 | 5 | ..... | Covington and Memphis, Tenn. | Chesapeake, Ohio and Southwestern. |
| Creighton and Norfolk, Nebr. | 42.48 | 34018 | 6 | ..... | Norfolk Junction and Creighton, Nebr. | Fremont, Elkhorn and Missouri Valley. |
| Crestline, Ohio, and Chicago, Ill. | 279.50 | 21002 | 5 | ..... | Crestline, Ohio, and Chicago, Ill. | Pittsburgh, Fort Wayne and Chicago. |
| Creston, Iowa, and Saint Joseph, Mo. | 103.58 | 27007 | 7 | ..... | Creston, Iowa, and Hopkins, Mo. | Chicago, Burlington and Quincy. |
| | | 28028 | 7 | ..... | Saint Joseph and Hopkins, Mo. | Kansas City, Saint Joseph and Council Bluffs. |
| Crete and Red Cloud, Nebr. | 151.23 | 34006 | 6 | ..... | Crete and Beatrice, Nebr. | Burlington and Missouri River (in Nebraska). |
| | | 34016 | 6 | ..... | Beatrice and Red Cloud, Nebr. | do |
| Cuba and Salem, Mo | 40.98 | 28023 | 7 | ..... | Cuba and Salem, Mo | Saint Louis, Salem and Little Rock. |
| Cumberland, Md., and Piedmont, W. Va. | 34.00 | 10011 | 3 | ..... | Cumberland, Md., and Piedmont, W. Va. | Cumberland and Pennsylvania. |
| Cumberland, Md., and Pittsburgh, Pa. | 150.00 | 8064 | 3 | 53, 54 | Cumberland, Md., and Pittsburgh, Pa. | Pittsburgh Division Baltimore and Ohio. |
| Curwinstown and Tyrone, Pa. | 47.00 | ..... | 2 | ..... | Tyrone and Curwinstown, Pa. | Pennsylvania (Tyrone and Curwinstown Branch). |
| Dallas and Cleburne, Tex. | 55.03 | 31035 | 7 | ..... | Dallas, Cleburne, Tex | Gulf, Colorado and Santa Fe. |
| Danbury and South Norwalk, Conn. | 23.61 | 5013 | 1 | ..... | South Norwalk, Danbury, Conn. | Danbury and Norwalk |
| Danville and Buffalo, N. Y. | 96.00 | 6006 | 2 | ..... | Avon, Danville, N. Y. | Danville and Mount Morris Branch New York, Lake Erie and Western. |
| | | 6007 | 2 | ..... | Attica, Corning, N. Y. | Attica Branch |
| | | 6008 | 2 | ..... | Buffalo, Hornellsville, N. Y. | Buffalo Division New York, Lake Erie and Western. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| (1) | 27,143 | 6 | 1 | 8 0 | 5 0 | 1 | 1 | 1 | ¹ Distance (9.20 miles) covered by Norfolk and Columbus R. P. O. |
| 24.16 | | | | | | | | | |
| 21.30 | 138,533 | 6 | 2 | 19 6 | 8 10 | 4 | 1 | 4 | |
| 133.64 | 167,317 | 13 | 3 | 7 11 | 7 1 | 4 | 1 | 4 | |
| 77.47 | 96,992 | 12 | 1 | 14 6 | 9 4 | 3 | 1 | 3 | |
| 120.16 | 150,440 | 12 | 2 | 11 | 7 9 | 2 | 1 | 6 | |
| 65.82 | 41,202 | 6 | 1 | 15 6 | 7 | 1 | 1 | 1 | |
| 45.86 | 28,663 | 6 | 1 | 16 4 | 6 | 1 | 1 | 1 | |
| 85.96 | 53,810 | 6 | 1 | 11 7 | 6 3 | 2 | 1 | 2 | |
| 34.90 | 34,367 | 6 | 1 | 12 8 | 6 8 | 1 | 1 | 1 | This clerk is relieved once in 6 weeks. (See column of remarks, Pittsfield and Lawrence R. P. O.) |
| | | | | 12 | 6 7 | | | | |
| 98.00 | 140,890 | 7 | ²¹ (3) | 11 11 | 7 2 | 3 | 1 | 3 | ² Reserve car. ³ Cars on route, Cairo, Ill., to Corinth, Miss., run through to Mobile, Ala., with Corinth and Meridian and Meridian and Mobile R. P. O's. |
| 163.48 | 102,338 | 6 | 1 | 12 | 6 | 3 | 1 | 3 | |
| 263.50 | 148,556 | 7 | 3 | 22 | 9 1 | 3 | 1 | 4 | One short stop. |
| 37.56 | 23,512 | 6 | 1 | 8 2 | 6 3 | 1 | 1 | 1 | |
| 42.48 | 26,592 | 6 | 1 | 10 | 7 6 | 1 | 1 | 1 | |
| (4) | 174,967 | 6 | 1 | 23 11 | 9 | 4 | 1 | ⁴ 6 | ⁴ Covered by Pittsburgh and Chicago R. P. O. 79.50 miles. ⁵ Two short stops between Crestline and Fort Wayne. |
| | | | 2 | 23 | 8 7 | | | | |
| 44.40 | 64,841 | 6 | 1 | 13 | 9 3 | 2 | 1 | 2 | |
| 50.18 | | | | | | | | | |
| 20.80 | 94,669 | 6 | 1 | 18 6 | 9 2 | 2 | 1 | 2 | |
| 120.63 | | | | | | | | | |
| 40.96 | 25,653 | 6 | 1 | 7 | 6 | 1 | 1 | 1 | |
| 24.09 | 42,568 | 12 | 1 | 10 8 | 6 8 | 1 | 1 | 1 | |
| 150.06 | 93,900 | 6 | 3 | 15 4 | 8 6 | 3 | 1 | 3 | |
| 47.50 | 29,422 | 6 | 1 | 10 9 | 8 1 | 1 | 1 | 1 | |
| 55.05 | 34,461 | 6 | 1 | 10 | 6 | 1 | 1 | 1 | |
| 23.61 | 29,559 | 12 | 1 | 11 | 6 | 1 | 1 | 1 | This clerk is relieved once in four weeks. (See column of remarks, West Winsted and Bridgeport R. P. O.) |
| | | | | | | | | | ⁶ Reserve car. |
| 30.73 | 60,096 | 6 | ³¹ 3 | 9 12 | 5 10 6 | 1 | 1 | 1 | |
| 34.50 | | | | | | | | | |
| (7) | | | | | | | | | ⁷ 31 miles covered by Buffalo and Hornellsville R. P. O. |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|-----------------------------------------|---------------------------------------------------|
| Danville and Cairo, Ill... | 274. 91 | 23050 | 6 | ..... | Vincennes, Ind., Danville, Ill. | Wabash, Saint Louis and Pacific. |
| | | 23037 | | | Vincennes, Ind., Cairo, Ill. | do |
| Danville and West Liberty, Ill. | 101. 11 | 23006 | 6 | ..... | Danville, West Liberty, Ill. | Danville, Olney and Ohio River. |
| Davenport, Iowa, and Cameron, Mo. | 283. 18 | 27017 | 6 | ..... | Davenport, Iowa, Leavenworth, Kans. | Chicago, Rock Island and Pacific. |
| Dayton and Wellston, Ohio. | 117. 34 | 2:054 | 5 | ..... | Dayton, Wellston, Ohio. | Toledo, Cincinnati and Saint Louis. |
| Decatur and Montgomery, Ala. | 183. 31 | 17004 | 4 | ..... | Montgomery, Decatur, Ala. | Southern and Northern Alabama. |
| Decherd and Fayetteville, Tenn. | 40. 37 | 19005 | 5 | ..... | Decherd, Fayetteville, Tenn. | Nashville, Chattanooga and Saint Louis. |
| Delaware and Columbus, Ohio. | 25. 70 | 21013 | 5 | ..... | Delaware Columbus, Ohio. | Cleveland, Columbus, Cincinnati and Indianapolis. |
| Delphos, Ohio, and Frankfort, Ind. | 138. 17 | 21065 | 5 | ..... | Delphos, Ohio, Frankfort, Ind. | Toledo, Cincinnati and Saint Louis. |
| Deming, N. M., and Los Angeles, Cal. | 715. 30 | 40001 | 8 | 113, 112. | Deming, Yuma | Southern Pacific. |
| | | 46014 | | | Huron, Yuma | do |
| Denison and Gainesville, Tex. | | 31022 | 7 | ..... |  |  |
| Denison and Houston, Tex. | 337. 45 | 31003 | 7 | 127, 126 | Houston, Denison City, Tex. | Houston and Texas Central. |
| Denison and Mineola, Tex. | 102. 31 | 31017 | 7 | ..... | Denison City, Mineola, Tex. | Kansas and Texas Division, Missouri Pacific. |
| Denison and Waco, Tex. | 185. 44 | 31022 | 7 | ..... | Denison City, Gainesville, Tex. | do |
| | | 31028 | | | Whitesborough, Waco, Tex. | do |
| Denton and Dallas, Tex. | 37. 85 | 31030 | 7 | ..... | Dallas, Denton, Tex | Dallas and Wichita |
| Denver, and Georgetown, Colo. | 53. 72 | 38003 | 7 | ..... | Denver, Colo., Cheyenne, Wyo. | Colorado Division, Union Pacific. |
| | | 38020 | | | Golden Junction, Georgetown, Colo. | do |
| Denver and Leadville, Colo. | 172. 34 | 38005 | 7 | ..... | Denver, Leadville, Colo .. | Denver, South Park and Pacific. |
| Denver, Pueblo, and Leadville, Colo. | 283. 50 | 38001 | 7 | ..... | Denver, El Moro, Colo .. | Denver and Rio Grande. |
| | | 38019 | | | South Pueblo, Leadville, Colo. | do |
| Des Moines and Albia, Iowa. | 71 | 27033 | 6 | ..... | Albia, Des Moines, Iowa. | Chicago, Burlington and Quincy. |
| Des Moines and Jefferson, Iowa. | 67. 99 | 27046 | 6 | ..... | Des Moines, Jefferson, Iowa. | Wabash, Saint Louis and Pacific. |
| Des Moines and Keokuk, Iowa. | 162. 88 | 27019 | 6 | ..... | Keokuk, Des Moines, Iowa. | Chicago, Rock Island and Pacific. |
| Des Moines and Winter-set, Iowa. | 42. 74 | 27015 | 6 | ..... | Des Moines, Indianola, Iowa. | do |
| | | 27076 | | | Somerset Junction, Winterset, Iowa. | do |
| Detroit, Mich., and Butler, Ind. | 121 | 22027 | 9 | ..... | Logansport, Ind., Detroit, Mich. | Wabash, Saint Louis and Pacific. |
| Detroit, Mich., Butler and Logansport, Ind. | 214. 65 | 22027 | 5 | ..... | Detroit, Mich., Logansport, Ind. | do |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 114. 91 | 172, 093. | 6 | 1 | 15 0 | 7 8 | 4 | 1 | 4 | |
| 160. 00 | | | 1 | 14 4 | 6 7 | | | | |
| 101. 11 | 63, 294 | 6 | 1 | 14 0 | 6 9 | | | | |
| 283. 18 | 177, 270 | 6 | 3 | 22 6 | 9 4 | 4 | 1 | 15 | ¹ One short stop between Numa, Iowa, and Cameron, Mo. |
| 117. 34 | 73, 454 | 6 | 2 | 10 6 | 5 8 | 2 | 1 | 2 | |
| 183. 31 | 133, 816 | 7 | ²³ | 19 6 | 9 6 | 3 | 1 | 3 | ² These cars run between Montgomery, Ala., and Louisville, Ky. (See Bowling Green and Decatur R. P. O.) Closed mails on express trains in charge of conductor between Decatur and Montgomery, Ala.; 7 round trips per week. |
| | | | ²¹ | 15 | 9 6 | | | | |
| | | | ²¹ | 19 | 9 6 | | | | |
| | | | ²¹ | 18 6 | 10 | | | | |
| | | | ²² | 15 | 9 6 | | | | |
| 40. 37 | 25, 270 | 6 | 1 | 12 | 6 6 | 1 | 1 | 1 | |
| 25. 70 | 16, 688 | 6 | 1 | 10 3 | 8 9 | 1 | 1 | 1 | |
| 136. 17 | 83, 302 | 6 | 2 | 5 2 | 5 | 2 | 1 | 2 | ³ Increase distance 26.95 miles, August 10, 1881. |
| 406. 90 | 522, 169 | 7 | (⁴) | 55 1 | 9 5 | 8 | 1 | 8 | ⁴ Same cars used between San Francisco and Los Angeles, and the whole number credited to that line. |
| 248. 40 | | | | | | | | | See Denison and Waco, Tex., R. P. O. |
| 337. 45 | 246, 338 | 7 | 5 | 17 6 | 8 6 | 5 | 1 | 5 | |
| 102. 31 | 74, 686 | 7 | (⁵) | | | 2 | 1 | 2 | ⁴ Covered by Hannibal and Denver R. P. O. |
| 25. 30 | 135, 371 | 7 | 2 | 19 9 | 9 6 | 3 | 1 | 3 | That portion of route, No. 31022, between Whitesborough and Ganesville, 15.30 miles additional, is supplied by closed pouches. |
| 160. 14 | | | 1 | 16 8 | 9 2 | | | | ⁵ Held in reserve. |
| | | | ⁶¹ | 16 8 | 9 2 | | | | |
| 37. 75 | 23, 694 | 6 | 1 | 10 6 | 7 5 | 1 | 1 | 1 | |
| (⁷) | 39, 215 | 7 | 1 | 16 3 | 7 7 | 1 | 1 | 1 | ⁷ 16 miles of route included in Cheyenne, Wyo., Boulder, Colo., and Denver, Colo., R. P. O. |
| 37. 72 | | | 1 | 16 3 | 7 7 | | | | ⁸ Held in reserve. |
| 172. 34 | 125, 808 | 7 | 2 | 18 | 7 10 | 3 | 1 | 3 | |
| 120 | 206, 955 | 7 | 3 | 35 6 | 7 6 | 4 | 1 | 5 | One short stop. |
| 163. 50 | | | ⁹⁵ | 35 6 | 7 6 | | | | ⁸ Held in reserve. |
| | | | ⁹³ | 29 6 | 7 4 | | | | |
| 71 | 44, 446 | 6 | 2 | 17 | 5 9 | 2 | 1 | 2 | |
| 67. 99 | 42, 561 | 6 | 1 | 8 | 6 | 2 | 1 | 2 | |
| 162. 88 | 101, 962 | 6 | ⁹³ | 16 6 | 9 | 3 | 1 | 3 | ⁹ One car in reserve. |
| 15. 70 | 26, 755 | 6 | 1 | 9 | 7 | 1 | 1 | 1 | |
| 27. 04 | | | | | | | | | |
| (¹⁰) | 75, 746 | 6 | 1 | 17 | 8 8 | 2 | 1 | 2 | ¹⁰ Miles of route included in Logansport and Butler R. P. O., 5th Division |
| | | | 1 | 13 7 | 6 10 | | | | |
| 214. 65 | 158, 624 | 6 | 1 | 13 5 | 7 | 2 | 1 | 2 | ¹¹ Portion of this route from Detroit to Butler, belongs to 9th Division, but miles of route (120.57) having been omitted in report of that division, are shown in this line, at the request of Mr. Lovell. The miles of annual service for that portion of the route appear in Detroit and Butler, R. P. O. |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, terminus of route. | Corporate title of company. |
|---------------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|------------------------------------------|--------------------------------------------------|
| <i>Detroit, Mich., and Chicago, Ill.</i> | 286.09 | 24006 | 9 | 99, 94 88 | Detroit, Mich., Chicago, Ill. | Michigan Central..... |
| Detroit and Grand Haven, Mich. | 191.15 | 24027 | 9 | ..... | Detroit, Grand Haven, Mich. | Detroit, Grand Haven and Milwaukee. |
| Detroit, Jackson, and Grand Rapids, Mich. | 170.16 | 24006 | 9 | ..... | Detroit, Mich., Chicago, Ill. | Michigan Central..... |
| | | 24010 | ..... | ..... | Jackson, Grand Rapids, Mich. | do |
| Detroit, Niles, Mich., and Chicago, Ill. | 273.18 | 24006 | 9 | ..... | Detroit, Mich., Chicago, Ill. | do |
| | | 24008 | ..... | ..... | Jackson, Niles, Mich. | do |
| Detroit, Mich., and Toledo, Ohio. | 61.32 | 24085 | 9 | ..... | Toledo, Ohio, Detroit, Mich. | Toledo, Canada Southern and Detroit. |
| <i>Detroit, Mich., and Toledo, Ohio.</i> | 71 | 24001 | 9 | ..... | Toledo, Ohio, Detroit, Mich. | Lake Shore and Michigan Southern. |
| Dresden and Cincinnati, Ohio. | 184.78 | 21029 | 5 | ..... | Dresden Junction, Morrow, Ohio. | Pittsburgh, Cincinnati and Saint Louis. |
| | | 21014 | ..... | ..... | Columbus, Cincinnati, Ohio. | do |
| Driftwood and Red Bank Furnace, Pa. | 110 | 8076 | 2 | ..... | Red Bank Furnace, Driftwood, Pa. | Allegheny Valley (low grade division). |
| Dubuque and Fort Dodge, Iowa. | 192.84 | 27021 | 6 | ..... | Dubuque, Sioux City, Iowa. | Illinois Central..... |
| Duluth and Saint Paul, Minn. | 155.73 | 28007 | 6 | 151, 152 | Saint Paul, Duluth, Minn. | Saint Paul and Duluth..... |
| Duncan's Mills and San Francisco, Cal. | 89.25 | 48016 | 8 | ..... | Duncan's Mills, San Francisco, Cal. | North Pacific Coast..... |
| Dunkirk, N. Y., and Titusville, Pa. | 91 | 6019 | 2 | ..... | Dunkirk, N. Y., Titusville, Pa. | Dunkirk, Allegheny Valley and Pittsburgh. |
| Du Pont, Ga., and Live Oak, Fla. | 48.85 | 15086 | 4 | ..... | Du Pont, Ga., Live Oak, Fla. | Savannah, Florida and Western. |
| Dwight and Washington, Ill. | 70.11 | 28019 | 6 | ..... | Washington, Dwight, Ill. | Chicago and Alton..... |
| Eagle Grove, Sioux Rapids, Iowa. | 68.39 | 27070 | 6 | ..... | Eagle Grove, Sioux Rapids, Iowa. | Chicago and Northwestern. |
| Easton, Pa., Elmira, N. Y. | 223 | 8010 | 2 | ..... | Easton, Pa., Waverly, N. Y. | Lehigh Valley |
| | | 6001 | ..... | ..... | New York, Dunkirk, N. Y. | New York, Lake Erie, and Western. |
| Easton, Hazleton, Pa. | 69 | 8010 | 2 | ..... | Easton, Pa., Waverly, N. Y. | Lehigh Valley |
| East Saginaw, Lakeview, Mich. | 71.62 | 24080 | 9 | ..... | East Saginaw, Saint Louis, Mich. | Saginaw Valley and Saint Louis. |
| | | 24041 | ..... | ..... | Saint Louis, Lakeview, Mich. | Chicago, Saginaw and Canada. |
| East Saginaw, Port Huron, Mich. | 92 | 24042 | 9 | ..... | Port Huron, Sand Beach, Mich. | Port Huron and Northwestern. |
| | | 24025 | ..... | ..... | Marlette Junction, East Saginaw, Mich. | Port Huron and Northwestern. |
| Eatonton, Gordon, Ga. ... | 37.93 | 15014 | 4 | ..... | Gordon, Milledgeville, Ga. | Central Railroad and Banking Company of Georgia. |
| | | 15015 | ..... | ..... | Eatonton, Milledgeville, Ga. | |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|--------------------------|------------------|---------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 226.00 | 387,938 | 13 | 18 13 | 50 45 | 9 3 9 3 | 24 24 | 8 2 | 22 | ¹ One of each held in reserve. ² Night line, runs daily. ³ Day line, daily except Sunday. ⁴ Two short stops on day line, between Detroit and Marshall and between Kalamazoo and Chicago. |
| 191.15 | 119,650 | 46 | 23 1 | 2 10 | 9 1 8 6 | 5 | 1 | 5 | ⁵ 12 round trips or double daily (except Sunday) services between Detroit and Grand Rapids, Mich., and single daily (except Sunday) between Grand Rapids and Grand Haven. ⁶ One of these held in reserve. ⁷ 75.70 miles of route (Detroit to Jackson, Mich.) included in Detroit and Chicago R. P. O. Clerks run two weeks and lay off one. |
| (7) | 136,520 | 6 | 1 | 9 9 | 9 | 3 | 1 | 3 | ⁸ 169.20 miles of route (Detroit to Jackson and Niles to Chicago) included in Detroit and Chicago R. P. O. |
| 94.46 | | | 1 | 11 | 7 | | | | |
| (9) | 170,979 | 6 | 1 | 17 | 8 10 | 4 | 1 | 4 | ⁹ For local mails. |
| 103.93 | | | 1 | 16 8 | 8 11 | | | | |
| 61.32 | 38,386 | 6 | 1 | 15 10 | 9 1 | 1 | 1 | 1 | ¹⁰ Night line; runs daily. |
| 71 | 44,446 | 7 | 1 | 36 | 9 | 1 | 2 | 2 | ¹¹ Between Dresden Junction and Washington Court-House, 12 trips per week. Residue, 6 trips per week. |
| 148.73 | 182,189 | (9) | 4 | 14 | 7 | 105 | 1 | 5 | ¹² Dresden to Cincinnati, three crews, one clerk to crew. Dresden to Washington Court-House, two crews, one clerk to crew. ¹³ Covered by Columbus and Cincinnati R. P. O. 36 miles. |
| (11) | | | | | | | | | ¹⁴ One car in shop. |
| 100.80 | 68,800 | 6 | 121 1 1 1 | 14 0 14 8 14 8 24 7 | 8 6 8 8 8 5 9 0 | 2 | 1 | 2 | ¹⁵ One car in reserve. |
| 192.84 | 120,717 | 6 | 103 | 24 7 | 9 0 | 4 | 1 | 146 | ¹⁶ Two short stops between Dubuque, Iowa, and Iowa Falls, Iowa. |
| 155.73 | 97,486 | 6 | 143 | 22 0 | 9 94 | 3 | 1 | 3 | ¹⁷ One car in reserve. |
| 80.25 | 50,226 | 6 | 2 | 8 | 6 | 2 | 1 | 2 | |
| 91.16 | 56,966 | 6 | 1 1 1 | 15 6 13 0 7 8 | 6 0 7 6 7 10 | 2 2 1 | 1 1 1 | 2 | ¹⁸ Distance taken from railroad time-table. |
| 148.85 | 30,580 | 6 | 1 | 7 8 | 7 10 | 1 | 1 | 1 | ¹⁹ Whole car in use temporarily. |
| 70.11 | 43,888 | 6 | 1 | 13 10 | 9 5 | 1 | 1 | 1 | |
| 68.30 | 42,512 | 6 | 1 | 35 5 | 8 7 | 1 | 1 | 1 | ²⁰ 174 reserve cars. ²¹ 12 short stops. ²² 17.75 miles covered by New York and Dunkirk R. P. O. |
| 205.57 | 139,508 | 6 | 174 | 22 0 | 8 6 | 4 | 1 | 106 | ²³ Route covered by Easton and Elmira R. P. O. No. 8010. |
| (20) | | | 2 | 20 0 | 8 4 | | | | |
| (21) | 86,338 | 12 | 2 2 2 2 | 15 0 14 0 10 0 10 | 6 0 8 4 6 0 6 6 | 4 4 1 1 | 1 1 1 1 | 4 | ²⁴ Held in reserve. |
| 35.23 | 44,834 | 6 | 1 | 10 | 6 6 | 1 | 1 | 1 | ²⁵ 12.40 miles of route (Port Huron to Marlette Junction) included in Sand Beach and Port Huron, agent. |
| 36.30 | | | 211 | 7 | 4 6 | | | | |
| (22) | 57,502 | 6 | 1 | 9 3 | 5 9 | 1 | 1 | 1 | ²⁶ Mail, baggage, and express in one car. |
| 79.60 | | | | | | | | | |
| 17.79 | 24,870 | 6 | 1 | 26 4 | 8 7 | 1 | 1 | 1 | |
| 21.94 | | | | | | | | | |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|-----------------------------------------|----------------------------------------------------|
| Egypt Depot and Fayetteville, N. C. | 43 | 13011 | 3 | ..... | Fayetteville, Egypt Depot, N. C. | Cape Fear and Yadkin Valley. |
| Elba and Rocky Mount, Va. | 38 | 11022 | 3 | ..... | Elba, Rocky Mount, Va. | Franklin Division Virginia Midland. |
| Elkhart, Anderson, Ind. | 123.79 | 22020 | 5 | ..... | Elkhart, Anderson, Ind. | Cincinnati, Wabash and Michigan Railway. |
| Elmira, N. Y., and Blossburgh, Pa. | 45 | 8020 | 2 | ..... | Elmira, N. Y., Blossburgh, Pa. | Tioga, Elmira and State Line. |
| Elmira, N. Y., and Williamsport, Pa. | 79 | 8021 | 273 | ..... | Elmira, N. Y., Williamsport, Pa. | Northern Central |
| Elroy, Wis., and Harvard, Ill. | 150.65 | 25011 | 6 | ..... | Kenosha, Wis., Rockford, Ill. | Chicago and Northwestern. |
| | | 25010 | ..... | ..... | Caledonia Station, Ill. | do |
| Elroy, Wis., Winona, Minn. | 85.00 | 25010 | 6 | ..... | Winona Junction, Wis. | do |
| | | 25014 | ..... | ..... | Caledonia Station, Ill. | do |
| | | 25014 | ..... | ..... | Winona Junction, Wis. | do |
| Emory Grove, Md., and Gettysburg, Pa. | 51 | 8033 | 2 | ..... | Winona, Minn. | do |
| | | 8082 | ..... | ..... | Hanover, Gettysburg, Pa. | Hanover Junction and Gettysburg. |
| | | 10020 | ..... | ..... | Valley Junction, Pa. | do |
| Emporia and Howard, Kans. | 76.10 | 33023 | 7 | ..... | Ebbvale, Md. | do |
| Erie and Pittsburgh, Pa. | 148 | 8029 | 273 | ..... | Valley Junction, Pa., Glyndon, Md. | do |
| | | 8044 | ..... | ..... | Emporia, Howard, Kans. | Atchison, Topeka and Santa Fé. |
| | | 21002 | ..... | ..... | New Castle, Homewood, Pa. | Pittsburgh, Fort Wayne and Chicago. |
| Essex Junction, Vt., and Boston, Mass. | 253.03 | 3021 | 1 | ..... | Erie, New Castle, Pa. | Erie and Pittsburgh |
| | | 3055 | ..... | ..... | Pittsburgh, Pa., Chicago, Ill. | Pittsburgh, Fort Wayne and Chicago. |
| | | 2003 | ..... | ..... | Boston, Greenfield, Mass. | Fitchburg |
| | | 2001 | ..... | ..... | Fitchburg, Mass., Bellows Falls, Vt. | Cheshire |
| Evansville, Ind., and Nashville, Tenn. | 145.92 | 20025 | 5 | ..... | Bellows Falls, Burlington, Vt. | Central Vermont |
| Evanville, Ind., and Saint Louis, Mo. | 160.10 | 23032 | 6 | ..... | Burlington, Vt., Rouse's Point, N. Y. | do |
| Fair Haven, N. Y., and Sayre, Pa. | 116 | 6084 | 2 | ..... | Henderson, Ky., Nashville, Tenn. | Louisville and Nashville. |
|  |  |  | ..... | ..... | Saint Louis, Mo., Evansville, Ind. | do |
| Fairland and Martinsville, Ind. | 38.35 | 22016 | 5 | ..... | Sayre, Pa., Fair Haven, N. Y. | Southern Central |
| Fargo and Bismarck, Dak. | 194.41 | 26001 | 6 | 153, 150. | Fairland, Martinsville, Ind. | Cincinnati, Indianapolis, Saint Louis and Chicago. |
| Farley and Cedar Rapids, Iowa. | 57.98 | 27020 | 6 | ..... | Duluth, Minn., Glendive, Mont. | Northern Pacific |
| Farmington and Lewiston, Me. | 46.96 | 3 | 1 | ..... | Farley, Cedar Rapids, Iowa. | Chicago, Milwaukee and Saint Paul. |
| | | 5 | ..... | ..... | Farmington, Brunswick, Me. | Maine Central |
|  |  |  | ..... | ..... | Portland, Skowhegan, Me. | do |
| Fernandina and Cedar Keys, Fla. | 154.80 | 16001 | 4 | 1, 4. | Fernandina, Cedar Keys, Fla. | Florida Transit |
| Florence and Douglas, Kans. | 54.77 | 33017 | 7 | ..... | Florence, Douglas, Kans. | Atchison, Topeka and Santa Fé. |
| Florence and Ellinwood, Kans. | 98.35 | 33030 | 7 | ..... | Florence, Ellinwood, Kans. | do |
| Florence and Columbia, S. C. | 83.00 | 14002 | 4 | 1, 2 | Florence, Columbia, S. C. | Wilmington, Columbia and Augusta. |
| Fond du Lac and Milwaukee, Wis. | 63.53 | 25012 | 6 | ..... | Milwaukee, Fond du Lac, Wis. | Chicago and Northwestern. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 43 | 26,918 | 6 | 1 | 10 | 5 | 1 | 1 | 1 | |
| W | 23,788 | 6 | 1 | 5 5 | 5 5 | 1 | 1 | 1 | |
| 123.79 | 77,492 | 6 | 2 | 10 | 6 6 | 2 | 1 | 2 | |
| 43.50 | 28,170 | 6 | 1 | 14 0 | 7 0 | 1 | 1 | 1 | |
| 79.17 | 49,454 | 6 | (1) | 10 10 | 6 3 | | | | |
| (7) | 94,306 | 6 | 2 | 35 5 | 8 7 | 2 | 2 | 4 | ¹ Same cars as are used on the Canandaigua and Elmira R. P. O. |
| 123.85 | | | | | | | | | ² Distance (14.80 miles) covered by Kenosha, Wis., and Rockford, Ill., R. P. O. |
| 54.17 | 53,210 | 6 | (3) | 16 0 | 7 7 | 2 | 1 | 2 | ³ Cars run through between Elroy, Wis., and Sleepy Eye, Minn., covering Winona and Sleepy Eye, Minn., R. P. O. |
| 30.83 | | | | 15 3 | 7 7 | | | | |
| 16.60 | 63,852 | 12 | 1 | 17 0 | 8 8 | 2 | 1 | 2 | |
| 12.97 | | | 41 | 16 8 | 8 3 | | | | ⁴ Reserve car. |
| 20.90 | | | | | | | | | |
| 76.10 | 47,638 | 6 | 1 | 12 | 7 7 | 1 | 1 | 1 | |
| 15.20 | 92,648 | 6 | 2 | 12 6 | 9 0 | 3 | 1 | 3 | |
| 94.50 | | | 52 | 12 0 | 9 0 | | | | ⁵ One reserve car. |
| (7) | 158,396 | 6 | 1 | 23 9 | 6 10 | 4 | 2 | 8 | ⁶ 34.30 covered by the Pittsburgh, Fort Wayne and Chicago R. P. O., No. 21002. |
| 64.54 | | | 1 | 24 2 | 6 10 | | | | ⁷ Covered by Boston and Troy R. P. O., 49.60 miles. |
| 130.39 | | | 81 | 24 | 6 10 | | | | ⁸ Reserve cars. |
| 8.50 | | | 81 | 24 2 | 6 10 | | | | |
| 145.02 | 106,521 | 7 | 2 | 11 2 | 7 4 | 3 | 1 | 3 | |
| 160.10 | 100,222 | 6 | 73 | 11 11 | 9 1 | 3 | 1 | 3 | ⁹ One car in reserve. |
| 116 | 72,616 | 6 | 162 | 11 | 6 3 | 3 | 1 | 3 | ¹⁰ Reserve car. This line is divided at Auburn, N. Y., Fair Haven and Auburn R. P. O. constituting north division, and the Auburn and Sayre R. P. O. constituting the south division. |
| | | | 1 | 12 | 6 8 | | | | |
| 36.35 | 24,007 | 6 | 1 | 12 4 | 7 3 | 1 | 1 | 1 | |
| 194.41 | 121,700 | 6 | 1 | 19 11 | 8 6 | 3 | 1 | 3 | |
| 57.98 | 36,295 | 6 | 1 | 19 2 | 9 | | | | |
| 36.30 | 29,396 | 6 | 2 | 14 9 | 7 2 | 1 | 1 | 1 | |
| (11) | | | | | | | | | |
| 154.60 | 96,904 | 6 | 1 | 20 4 | 8 8 | 3 | 1 | 3 | ¹¹ Covered by Skowhegan and Portland Railroad, 10.66 miles. This clerk runs from Lewiston to Portland, Me., and return, with the Skowhegan and Portland R. P. O., as an assistant. |
| | | | 1 | 19 4 | 7 11 | | | | Closed mails in charge of conductor between Fernandina and Hart's Roads, Fla., 6 round trips per week. |
| 54.77 | 34,286 | 6 | 1 | 19 7 | 8 8 | | | | |
| | | | 1 | 12 | 7 7 | 1 | 1 | 1 | |
| 94.35 | 61,567 | 6 | 2 | 12 | 7 7 | 2 | 1 | 2 | |
| 123 | 60,590 | 7 | 1 | 25 | 8 7 | 2 | 1 | 2 | ¹² Distance taken from railroad time-tables. |
| | | | 1 | 22 | 8 10 | | | | |
| 63.53 | 39,769 | 6 | 1 | 12 8 | 7 6 | 1 | 1 | 1 | |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-offices. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, terminal of route. | Corporate title of company. |
|--------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|------------------------------------------|------------------------------------------------|
| Forrest City and Helena, Ark. | 43. 90 | 29008 | 7 | ..... | Helena, Forrest City, Ark. | Iron Mountain and Helena. |
| Foreston and Aurora, Ill. | 82. 47 | 23036 | 6 | ..... | Aurora, Foreston, Ill. . . . | Chicago and Iowa |
| Fort Dodge and Des Moines, Iowa. | 87. 90 | 27031 | 6 | ..... | Des Moines, Fort Dodge, Iowa. | Des Moines and Fort Dodge. |
| Fort Dodge and Sioux City, Iowa. | 186. 77 | 27021 | 6 | ..... | Dubuque, Sioux City, Iowa. | Illinois Central |
| Fort Howard, Wis., and Chicago, Ill. | 242. 50 | 25009 | 6 | 151, 152 | Chicago, Ill., Green Bay, Wis. | Chicago and Northwestern. |
| Fort Scott, Kans., and Denison, Tex. | | | | | | |
| Fort Scott and Toronto, Kans. | 79 | 33030 | 7 | ..... | Fort Scott, Toronto, Kans. | Saint Louis, Fort Scott and Wichita. |
| | | 22020 | 5 | ..... | Fort Wayne, Connersville, Ind. | Fort Wayne, Cincinnati and Louisville. |
| Fort Wayne, Ind., and Cincinnati, Ohio. | 178. 39 | 21031 |  | ..... | Hagerstown, Ind., Harrison, Ohio | White Water |
| | | 21071 |  | ..... | Harrison, Valley Junction, Ohio. | Cincinnati, Indiana, Saint Louis and Chicago. |
| | | 22003 |  | ..... | Indianapolis, Ind., Cincinnati, Ohio. | do |
| Fort Worth and Galveston, Tex. | 346. 66 | 31027 | 7 | ..... | Galveston, Belton, Tex. . | Gulf, Colorado and Santa Fe. |
| Franklin Furnace and Waterloo, N. J. | 21 | 31033 |  | ..... | Temple, Fort Worth, Tex. | do |
| | | 7025 | 2 | ..... | Waterloo, McAfee Valley, N. J. | Sussex |
| | | 7048 |  | ..... | Branchville Junction, Branchville, N. J. | do |
| Fredericksburgh and Orange Court-House, Va. | 38 | 11102 | 3 | ..... | Fredericksburgh, Orange Court-House, Va. | Potomac, Fredericksburgh and Piedmont. |
| Freeport and Centralia, Ill. | 277. 13 | 23021 | 6 | ..... | Dubuque, Iowa, Centralia, Ill. | Illinois Central |
| Galesburgh and Quincy, Ill. | 101. 57 | 23010 | 6 | 127, 129 126, 128 | Galesburgh, Quincy, Ill. . | Chicago, Burlington and Quincy. |
| Galva and Keithsburg, Ill. | 58. 42 | 23070 | 6 | ..... | Galva, Gladstone, Ill. . . . | do |
| Geneva, N. Y., and Wellsborough, Pa. | 101 | 6103 | 2 | ..... | Corning, Geneva, N. Y. . . | Syracuse, Geneva and Corning. |
| | | 8065 |  | ..... | Corning, N. Y., Antrim, Pa. | Corning, Cowanesque and Antrim. |
| Geneva, Wis., and Elgin, Ill. | 43. 65 | 23004 | 6 | ..... | Elgin, Ill., Geneva, Wis. | Chicago and Northwestern. |
| Georgetown, Del., and Franklin City, Va. | 55 | 9506 | 2 | ..... | Georgetown, Selbyville, Del. | Breakwater and Franklin. |
| | | 10016 |  | ..... | Selbyville, Del., Franklin City, Va. | Worcester |
| Gilman and Springfield, Ill. | 112. 57 | 23034 | 6 | ..... | Springfield, Gilman, Ill. . | Illinois Central |
| Girard and Galena, Kans. | 47. 17 | 33020 | 7 | ..... | Girard, Kans., Joplin, Mo. | Saint Louis and San Francisco. |
| | | Br'h 28020 |  | ..... | Oronogo, Mo., Galena, Kans. | do |
| Goldsborough and Greensborough, N. C. | 130 | 13004 | 3 | ..... | Goldsborough, Greensborough, N. C. | North Carolina division Richmond and Danville. |
| Goldsborough and Morehead City, N. C. | 95 | 13005 | 3 | ..... | Goldsborough, Morehead City, N. C. | Midland North Carolina. |
| Grafton, W. Va., and Chicago, Ill. | 562 | 10003 | 5 | 49, 53 | Baltimore, Md., Wheeling, W. Va. | Baltimore and Ohio |
| | | 21001 | | 55, 48 | Bellaire, Columbus, Ohio. | do |
| | | 21010 | | 50, 54 | Sandusky, Newark, Ohio. | do |
| | | 21047 |  | ..... | Chicago Junction, Ohio, Chicago, Ill. | do |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | Number of clerks to crew. | Total number of clerks at work on line. | | |
| 43.90 | 27,481 | 6 | 1 | 8 | 8 | 1 | 1 | 1 | | |
| 82.47 | 51,626 | 6 | 2 | 8 9 ¹ | 8 | 2 | 1 | 2 | | |
| 87.90 | 55,025 | 6 | 1 | 13 | 9 | 2 | 1 | 2 | | |
| 138.77 | 85,618 | 6 | 1 | 13 10 | 7 | 2 | 1 | 2 | | ¹ Reserve car. |
| 342.50 | 151,805 | 6 | 2 | 18 3 | 9 | 4 | 2 | 8 | | |
| | | | | 18 3 | 8 10 | | | | | |
| | | | | 49 2 | 9 2 | | | | | See Hannibal and Denison R. P. O. |
| 79 | 49,454 | 6 | 1 | 14 | 7 | 1 | 1 | 1 | | |
| 100.89 | | | | | | | | | | |
| 43.10 | 111,672 | 6 | 1 | 10 7 | 9 4 | 3 | 1 | 3 | | |
| 7.40 | | | 1 | 11 10 | 9 4 | | | | | |
| (¹) | | | | | | | | | | ¹ Covered by Chicago and Cincinnati R. P. O. 18 miles. |
| 218.36 | 253,061 | 7 | 4 | 13 | 7 | 5 | 1 | 5 | | That portion of route No. 31027 between Temple and Belton, 8.50 miles additional, supplied by closed pouches. |
| 128.30 | | | 1 | 11 | 8 8 | | | | | ² Reserve cars. |
| 14.60 | 26,292 | 12 | ³ 3 | 6 6 | 8 6 | 1 | 1 | 1 | | |
| 6.20 | | | | | | | | | | |
| 38 | 23,788 | 6 | 1 | 8 | 8 | 1 | 1 | 1 | | |
| 277.13 | 177,482 | 6 | 3 | 27 3 | 9 | ⁴ 3 | 1 | 3 | | Clerks run in two divisions. That portion of the line between Freeport and Decatur, Ill., forming the North Division, and that portion between Bloomington and Centralia, Ill., forming the South Division. Clerks of both divisions are on duty in same car between Bloomington and Decatur, Ill. |
| | | | ² 2 | 24 7 | 9 | ⁶ 2 | 1 | 2 | | |
| 101.57 | 137,728 | 13 | ⁷ 1 | 44 | 8 10 | 2 | 3 | 7 | | ⁴ North Division. |
| | | | ⁸ 1 | 44 4 | 9 2 | 2 | 4 | 8 | | ⁵ Reserve cars. |
| | | | ⁹ 1 | 54 9 | 8 11 | | | | | ⁶ South Division. |
| 58.42 | 38,570 | 6 | 1 | 13 9 | 7 | 1 | 1 | 1 | | ⁷ Day line. |
| 62.41 | 63,228 | 6 | 1 | 13 11 | 6 10 | 2 | 1 | 2 | | ⁸ Night line. |
| 38.40 | | | ¹⁰ 1 | 10 10 | 7 | | | | | ⁹ Reserve car. |
| 43.60 | 27,924 | 6 | 1 | 11 3 | 7 10 | 1 | 1 | 1 | | |
| 19.30 | 34,432 | 6 | 1 | 6 6 | 6 | 1 | 1 | 1 | | |
| 35.96 | | | | | | | | | | |
| 112.57 | 70,468 | 6 | ¹¹ 2 | 11 9 | 9 4 | 2 | 1 | 2 | | ¹¹ One car in reserve. |
| 57.30 | 34,430 | 7 | 1 | 14 | 6 8 | 1 | 1 | 1 | | |
| 987 | | | | | | | | | | |
| 130 | 94,900 | 7 | 2 | 19 | 8 | 2 | 1 | 2 | | |
| 95 | 59,470 | 6 | 2 | 10 | 9 | 2 | 1 | 2 | | |
| (¹²) | | | | | | | | | | ¹² Covered by lines of Third Division, 99.22 miles, Grafton and Wheeling R. P. O. |
| 103.50 | 410,260 | 7 | 5 | 50 | 9 4 | 8 | 2 | 16 | | ¹³ Covered by Sandusky, Newark and Wheeling R. P. O. 88.25 miles. |
| 271.03 | | | | | | | | | | |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which post-cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-----------------------------------------------------------------------------------------------|------------------------|------------------|------------|-------------------------------------------------------|-------------------------------------------|----------------------------------------------------|
| <i>Grafton, W. Va., and Cincinnati, Ohio.</i> | 300 | 12002 | 5 53, 55 | ..... | Grafton, Parkersburgh, W. Va. | Baltimore and Ohio |
| | | 21028 | 48, 50 | ..... | Parkersburgh, W. Va., Cincinnati, Ohio. | Marietta and Cincinnati |
| Grafton and Fargo, Dak. | 115.90 | 35011a | 6 | ..... | Grand Forks, Grafton, Dak. | Saint Paul, Minneapolis and Manitoba |
| | | 35005 |  | ..... | Grand Forks, Fargo, Dak. | do |
| Grafton and Parkersburgh, W. Va. | 104 | 12002 | 3 49, 54 | ..... | Grafton, Parkersburgh, W. Va. | Parkersburgh Branch Baltimore and Ohio |
| Grafton and Wheeling, W. Va. | 99 | 10003 | 3 49, 50 | ..... | Baltimore, Md., Wheeling, W. Va. | Baltimore and Ohio |
| Grand Rapids, Mich., and Elkhart, Ind. | 114.37 | 6032 | 9 | ..... | Buffalo, N. Y., Chicago, Ill. | Lake Shore and Michigan Southern |
| | | 24004 |  | ..... | White Pigeon, Grand Rapids, Mich. | do |
| Grand Rapids and New Buffalo, Mich. | 115.90 | 24021 | 9 | ..... | New Buffalo, Pentwater, Mich. | Chicago and West Michigan |
| | | 24052 |  | ..... | Holland, Grand Rapids, Mich. | do |
| Green Bay, Wis., and Winona, Minn. | 214.81 | 25027 | 6 | ..... | Green Bay, Wis., Winona, Minn. | Green Bay, Winona and Saint Paul |
| Greenport and New York, N. Y. | 94 | 6045 | 2 | ..... | Long Island City, Greenport, N. Y. | Long Island |
| Greensborough and Winston, N. C. | 28 | 13012 | 3 | ..... | Greensborough to Winston, N. C. | Salem Branch, Richmond and Danville |
| Greenup and Willard, Ky. | 34.76 | 20013 | 5 | ..... | Greenup, Willard, Ky. | Eastern Kentucky |
| Greenville and Hilliard's, Pa. | 47 | 8051 | 2 | ..... | Greenville, Hilliard's, Pa. | Chenango and Allegheny |
| Greenville and Belton, S. C. | 25.00 | 14001 | 4 | ..... | Columbia, Greenville, S. C. | Columbia and Greenville |
| Greenwood, S. C., and Augusta, Ga. | 67.00 | 15037 | 4 | ..... | Augusta, Ga., Greenwood, S. C. | Augusta and Knoxville |
| Greenwood Lake and New York, N. Y. | 48 | 7034 | 2 | ..... | Jersey City, N. J., Greenwood Lake, N. Y. | Greenwood Lake and New York |
| Griffin and Carrollton, Ga. | 60.12 | 15022 | 4 | ..... | Griffin, Carrollton, Ga. | Savannah, Griffin and North Alabama |
| Hagerstown, Md., and Roanoke, Va. | 236 | 11021 | 3 35, 34 | ..... | Hagerstown, Md., Roanoke, Va. | Shenandoah Valley |
| Hagerstown and Weverton, Md. | 24 | 10005 | 3 | ..... | Weverton, Hagerstown, Md. | Washington County Branch, Baltimore and Ohio |
| Hamden Junction and Portsmouth, Ohio. | 56 | 21018 | 5 | ..... | Hamden Junction, Portsmouth, Ohio. | Marietta and Cincinnati |
| <i>Hannibal, Mo., and Denison, Tex.</i> | 577.31 | 28014 | 7 129, 128 | ..... | Hannibal, Sedalia, Mo. | Kansas and Texas Division, Missouri Pacific |
| | | 28011 |  | ..... | Sedalia, Mo., Denison City, Tex. | do |
| <i>Hannibal, Mo., and Fort Scott, Kans.</i> |  |  |  | ..... |  |  |
| Hannibal and Gilmore, Mo. | 85.85 | 28029 | 7 | ..... | Hannibal, Gilmore, Mo. | Saint Louis, Kansas and Keokuk |
| Harper's Ferry, W. Va., and Staunton, Va. | 126 | 12001 | 3 | ..... | Harper's Ferry, W. Va., Staunton, Va. | Valley Branch, Baltimore and Ohio |
| Harrington and Lewes, Del. | 40 | 9504 | 2 | ..... | Harrington, Lewes, Del. | Junction and Breakwater |
| Harrisburgh, Pa., and Baltimore, Md. | 84 | 10002 | 2 | ..... | Baltimore, Md., Sunbury, Pa. | Northern Central |
| Harrisburgh, Pa., and Martinsburgh, W. Va. | 94 | 8080 | 2 | ..... | Harrisburgh, Pa., Martinsburgh, W. Va. | Cumberland Valley |
| Hartford, Conn., and Millerton, N. Y. | 69.93 | 5018 | 1 | ..... | Hartford, Conn., Miller-ton, N. Y. | Connecticut Western |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | | Total number of clerks at work on line. | Remarks. |
|-------------------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | | |
| (¹) 195.15 | 219,000 | 7 | 2 | 50 | 9 4 | 4 | 3 | 12 | | ¹ Miles of route reported by Third Division, Baltimore and Grafton R. P. O. |
| 39.84 | 84,607 | 7 | 2 | 12 4 | 7 2 | 2 | 1 | 2 | | |
| 78.06 | | | | | | | | | | |
| 104 | 65,104 | 6 | 1 | 20 8 | 8 9 | 2 | 1 | 2 | | |
| (²) | 72,270 | 7 | 2 | 17 | 8 7 | 2 | 1 | 2 | | ² Covered by Grafton and Chicago R. P. O. |
| (³) 95.65 | 143,191 | 12 | 1 | 16 6 | 6 9 | 4 | 1 | 4 | | ³ 18.70 miles of route (White Pigeon, Mich., to Elkhart, Ind.) included in New York and Chicago R. P. O. |
| | | | 1 | 13 | 9 | | | | | Double daily (except Sunday) service. |
| (⁴) 25.90 | 72,553 | 6 | 1 | 13 | 9 | 2 | 1 | 2 | | ⁴ 90 miles of route (New Buffalo to Holland) included in Pentwater and Muskegon R. P. O. |
| | | | ⁵ 2 | 11 | 9 | | | | | ⁵ One of these cars held in reserve. |
| 214.81 | 134,471 | 6 | 3 | 12 | 7 6 | 3 | 1 | 3 | | |
| 94.31 | 58,844 | 6 | 1 | 15 | 6 6 | 2 | 1 | 2 | | |
| 28 | 37,968 | 13 | ⁶ 1 | 12 8 | 5 8 | | | | | ⁶ 1 reserve car. |
| | | | 1 | 17 2 | 8 1 | 1 | 1 | 1 | | |
| 34.76 | 21,759 | 6 | 1 | 10 3 | 4 7 | 1 | 1 | 1 | | |
| 46.40 | 29,422 | 6 | 1 | 13 | 7 | 1 | 1 | 1 | | |
| | | | 1 | 9 6 | 6 9 | | | | | |
| ⁷ 25.00 | 15,650 | 6 | 1 | 7 6 | 8 8 | 1 | 1 | 1 | | ⁷ Distance taken from railroad time-table. |
| ⁸ 67.00 | 41,942 | 6 | 1 | 12 | 8 10 | 1 | 1 | 1 | | ⁸ Distance taken from railroad time-table. |
| 46.90 | 30,048 | 6 | 1 | 10 | 6 6 | 1 | 1 | 1 | | |
| 60.12 | 27,635 | 6 | 1 | 12 3 | 8 4 | 1 | 1 | 1 | | |
| 236 | 147,736 | 6 | 2 | 18 | 8 7 | 3 | 1 | 3 | | |
| 24 | 30,048 | 12 | 2 | 8 6 | 8 | 1 | 1 | 1 | | |
| 56 | 35,056 | 6 | 1 | 13 9 | 9 6 | 1 | 1 | 1 | | |
| 142.80 | 421,436 | 7 | 5 | 50 7 | 9 3 | 7 | 2 | 14 | | Line divided at Fort Scott, Kans., the Hannibal and Fort Scott R. P. O. forming the North Division and the Fort Scott and Denison R. P. O. forming the South Division. See Sedalia and Parsons R. P. O., which also runs over route 28011, between Sedalia and Parsons, 158.70 miles. |
| 431.51 | | | ⁹ 1 | 50 | 0 1 | | | | | ⁹ Held in reserve. ¹⁰ See Hannibal and Denison R. P. O. |
| 85.85 | 53,742 | 6 | 1 | 24 6 | 7 6 | 2 | 1 | 2 | | |
| 126 | 78,876 | 6 | 2 | 14 10 | 8 7 | 3 | 1 | 3 | | |
| 40 | 25,040 | 6 | 1 | 7 | 7 | 1 | 1 | 1 | | |
| (¹¹) | 52,584 | 6 | ¹¹ 6 | 15 | 8 7 | 2 | 1 | 2 | | ¹⁰ Covered by the Williamsport and Baltimore R. P. O. |
| 94.07 | 117,688 | 12 | 1 | 14 | 8 2 | 2 | 1 | ¹² 3 | | ¹¹ Four reserve cars. |
| 68.93 | 87,552 | 12 | 1 | 15 | 8 | | | | | ¹² One short stop. |
| | | | 1 | 16 | 6 7 | 2 | 1 | ¹³ 3 | | ¹³ One relief clerk, also relieves West Winsted and Bridgeport clerk. |
| | | | 1 | 12 | 6 6 | | | | | ¹⁴ Reserve car. |
| | | | ¹⁴ 1 | 10 6 | 6 8 | | | | | |

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| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, terminus of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-------------|-------------------------------------------------------|--------------------------------------------|-----------------------------------------------------------|
| Hartford and Saybrook, Conn. | 42.57 | 5015 | 1 | ..... | Hartford, Saybrook Point, Conn. | Hartford and Connecticut Valley. |
| Hastings and Cologne, Minn. | 55.14 | 26010 | 6 | ..... | Hastings, Minn., Aberdeen, Dak. | Chicago, Milwaukee and Saint Paul. |
| Hastings and Culbertson, Nebr. | 179.66 | 34009 | 6 | ..... | Hastings, Culbertson, Nebr. | Burlington and Missouri River, in Nebraska. |
| Havana and Springfield, Ill. | 47.48 | 23049 | 6 | ..... | Springfield, Havana, Ill. | Wabash, Saint Louis and Pacific. |
| Hazleton and Sunbury, Pa. | 54 | 8015 | 2 | ..... | Sunbury, Tombickon, Pa. | Pennsylvania (Sunbury, Hazleton and Wilkes-barre Branch). |
| | | 8016 | .. | ..... | Penn Haven Junction, Tombickon, Pa. | Lehigh Valley |
| Helena and Clarendon, Ark. | 48.20 | 29002 | 7 | ..... | Helena, Clarendon, Ark. | Arkansas Midland |
| Hempstead and Austin, Tex. | 115.20 | 31004 | 7 | ..... | Hempstead, Austin, Tex. | Houston and Texas Central. |
| Hendersonville, N. C., and Columbia, S. C. | 144.75 | 14011 | 4 | ..... | Spartanburgh, S. C., Hendersonville, N. C. | Spartanburgh and Asheville. |
| | | 14008 | .. | ..... | Alston, Spartanburgh, S. C. | Spartanburgh, Union and Columbia. |
| | | 14001 | .. | ..... | Columbia, Greenville, S. C. | Columbia and Greenville. |
| Hightstown, N. J., and Philadelphia, Pa. | 51 | 7006 | 2 | ..... | Camden, Hightstown, N. J. | Pennsylvania (Amboy Division). |
| Holden, Mo., and Le Roy, Kans. | 115.33 | 28024 | 7 | ..... | Holden, Mo., Paola, Kans. | Kansas and Arizona Division, Missouri Pacific. |
| | | 33030a | .. | ..... | Paola, Le Roy Junction, Kans. | Kansas and Arizona Division, Missouri Pacific. |
| Hood and Columbus, Ga. | 32 | 15024 | 4 | ..... | Hood, Columbus, Ga. | Columbus and Rome |
| Horicon and Portage, Wis. | 45.64 | 25006 | 6 | ..... | Horicon, Portage, Wis. | Chicago, Milwaukee and Saint Paul. |
| Hornellsville and Buffalo, N. Y. | 91 | 6008 | 2, 83, 80 | ... | Buffalo, Hornellsville, N. Y. | New York, Lake Erie and Western (Buffalo Division). |
| Houston and Galveston, Tex. | 50.50 | 31001 | 7 129, 128, | 128 | Houston, Galveston, Tex. | Galveston, Houston and Henderson. |
| Houston and Moscow, Tex. | 88 | 31023 | 7 | ..... | Houston, Moscow, Tex. | Houston, Eastern and Western Texas. |
| Houston and San Antonio, Tex. | ..... | ..... | 7 | ..... | ..... | ..... |
| Houston and Uvalde, Tex. | 310.80 | 31002 | 7 | ..... | Houston, Uvalde, Tex. | Galveston, Harrisburgh and San Antonio. |
| Howard City and Detroit, Mich. | 160.72 | 24017 | 9 | ..... | Detroit, Howard City, Mich. | Detroit, Lansing and Northern. |
| Huntingdon, Pa., and Cumberland, Md. | 91 | 8034 | 2 | ..... | Huntingdon, Mount Dallas, Pa. | Huntingdon and Broad Top. |
| | | 8072 | .. | ..... | Mount Dallas, Pa., Cumberland, Md. | Pennsylvania Railroad, Bedford Division. |
| Huntington, W. Va., and Lexington, Ky. | 139.93 | 11005 | 5 | ..... | Richmond, Va., Ashland, Ky. | Chesapeake and Ohio ... |
| | | 20001 | .. | ..... | Ashland, Geigersville, Ky. | Chesapeake and Ohio and Southwestern. |
| | | 20029 | .. | ..... | Geigersville, Mount Sterling, Ky. | .. do |
| | | 20016 | .. | ..... | Mount Sterling, Lexington, Ky. | .. do |
| Huron and Massillon, O. | 87.04 | 21080 | 5 | ..... | Huron, Massillon, Ohio. | Wheeling and Lake Erie. |
| Indiana and Branch Junction, Pa. | 19 | 8042 | 2 | ..... | Branch Junction, Indiana, Pa. | Pennsylvania Railroad, West Penn Division. |
| Indianapolis, Ind., and Decatur, Ill. | 153.90 | 23055 | 6 | ..... | Decatur, Ill., Indianapolis, Ind. | Indianapolis, Decatur and Springfield. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 42.57 | 26,648 | 6 | 1 | 10 4 | 6 8 | 1 | 1 | 1 | This clerk is relieved once in four weeks. (See column of remarks Providence and New London R. P. O.) |
| | | | 1 | 11 6 | 6 9 | | | | |
| 55.14 | 34,517 | 6 | 1 | 18 | 9 4 | 1 | 1 | 1 | Reserve car. |
| 179.06 | 112,467 | 6 | 2 | 7 10 | 7 2 | 3 | 1 | 3 | Reserve. |
| 47.48 | 29,722 | 6 | 1 | 13 6 | 9 5½ | 1 | 1 | 1 | |
| 44.10 | 32,552 | 6 | 1 | 8 | 6 | 1 | 1 | 1 | |
| 8.80 | | | | | | | | | |
| 48.20 | 30,173 | 6 | 1 | 9 | 6 4 | 1 | 1 | 1 | |
| 115.20 | 72,115 | 6 | 3 | 14 | 8 6 | 2 | 1 | 2 | |
| 51.25 | 90,613 | 6 | 1 | 19 1 | 8 | 3 | 1 | 3 | Twenty five (25) miles covered by Columbia and Waltham R. P. O. |
| 68.50 | | | 1 | 13 7 | 8 10 | | | | |
| (?) | | | | | | | | | |
| 51.75 | 31,936 | 6 | 1 | 12 6 | 8 2 | 1 | 1 | 1 | Two reserve cars. |
| | | | 1 | 12 4 | 6 2 | | | | |
| | | | 1 | 11 3 | 6 3 | | | | |
| 54.53 | 72,196 | 6 | 1 | 20 | 8 2 | 2 | 1 | 2 | |
| 60.80 | | | | | | | | | |
| 32 | 20,032 | 6 | 1 | 25 10 | 5 3 | 1 | 1 | 1 | Distance taken from railroad time-table. |
| 45.64 | 28,570 | 6 | 1 | 11 8 | 6 5 | 1 | 1 | 1 | |
| | | | 1 | 13 9 | 8 10 | | | | Mail, baggage, and express in one car. |
| 91 | 56,966 | 6 | 3 | 12 | 10 6 | 2 | 1 | 2 | |
| 50.50 | 68,478 | 13 | 3 | 14 | 9 | 2 | 1 | 2 | |
| 88 | 55,088 | 6 | 2 | 6 | 5 9 | 2 | 1 | 2 | |
| | | | | | | | | | See Houston and Uvalde, Tex., R. P. O. |
| 210.80 | 226,049 | 7 | 1 | 19 6 | 8 10½ | 5 | 1 | 5 | Line divided at San Antonio. The Houston and San Antonio R. P. O. forming the East Division, and the San Antonio and Uvalde R. P. O. forming the West Division. |
| | | | 2 | 10 3½ | 9 10½ | | | | |
| 160.72 | 100,610 | 6 | 1 | 19 8 | 8 11 | 2 | 1 | 2 | Short stop reported with Big Rapids and Detroit R. P. O. runs from Detroit to Lansing with this R. P. O. |
| 45.14 | 56,966 | 6 | 2 | 8 8 | 6 9 | 2 | 1 | 2 | |
| 45.47 | | | 1 | 7 10 | 6 4 | | | | 2 reserve cars. |
| 115.22 | 58,895 | 6 | 2 | 17 | 9 | 2 | 1 | 2 | This railroad is in the Third Division, but not covered by any line of that division. |
| 14.02 | | | | | | | | | |
| 76.50 | | | | | | | | | |
| 24.19 | | | | | | | | | |
| 87.04 | 102,088 | 6 | 1 | 15 6 | 9 | 1 | 1 | 1 | Route established February 20, 1882. |
| 19 | 23,788 | 12 | 1 | 6 3 | 5 | 1 | 1 | 1 | |
| 152.90 | 96,361 | 6 | 1 | 20 4 | 9 1 | 3 | 1 | 3 | One car in reserve. |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, terminal of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|-------------------------------------------|----------------------------------------------------|
| Indianapolis, Ind., and Louisville, Ky. | 114.77 | 22007 | 5 | ..... | Indianapolis, New Albany, Ind. | Jefferson, Madison and Indianapolis. |
| Indianapolis and Madison, Ind. | 95.90 | 22007 | 5 | ..... | do | do |
| | | 22006 | .. | ..... | Columbus, Madison, Ind. | do |
| Indianapolis, Ind., and Peoria, Ill. | 213.02 | 22018 | 5 | ..... | Indianapolis, Ind., Peoria, Ill. | Indianapolis, Bloomington and Western. |
| Indianapolis, Ind., and Saint Louis, Mo. | 262.44 | 22025 | 5 | ..... | Indianapolis, Terre Haute, Ind. | Indianapolis and Saint Louis. |
| | | 22043 | .. | ..... | Terre Haute, Ind., East Saint Louis, Ill. | do |
| Indianapolis and Terre Haute, Ind. | 74.39 | 22002 | 5 | ..... | Indianapolis, Terre Haute, Ind. | Indianapolis, Vandalia and Terre Haute. |
| Indianapolis, Ind., Vandalia, Ill., and Saint Louis, Mo. | 241.08 | 22002 | 5 | ..... | do | do |
| | | 22044 | .. | ..... | Terre Haute, Ind., East Saint Louis, Ill. | do |
| Indianapolis and Vincennes, Ind. | 118 | 22001 | 5 | ..... | Indianapolis, Vincennes, Ind. | Indianapolis and Vincennes. |
| Indianola and Chariton, Iowa. | 34.67 | 27042 | 6 | ..... | Chariton, Indianola, Iowa | Chicago, Burlington and Quincy. |
| Irvine and Oil City, Pa. | 50 | 8025 | 2 | ..... | Irvine, Corry, Pa. | Buffalo, Pittsburgh and Western. |
| Ishpeming, Mich., and Fort Howard, Wis. | 179.07 | 24031 | 6 | ..... | Fort Howard, Wis., Ishpeming, Mich. | Chicago and Northwestern. |
| Ithaca and Owego, N. Y. | 35 | 6042 | 2 | ..... | Owego, Ithaca, N. Y. | Delaware, Lackawanna and Western, Cayuga Division. |
| Jackson and Adrian, Mich. | 47.24 | 24003 | 9 | ..... | Adrian, Jackson, Mich. | Lake Shore and Michigan Southern. |
| Jackson, Mich., and Fort Wayne, Ind. | 97.24 | 24029 | 9 | ..... | Jackson, Mich., Fort Wayne, Ind. | Fort Wayne and Jackson. |
| Jacksonville and Chattahoochee, Fla. | 216.19 | 16002 | 4 | ..... | Lake City, Chattahoochee, Fla. | Florida Central and Western. |
| | | 16006 | .. | ..... | Jacksonville, Lake City, Fla. | do |
| Jasper and Evansville, Ind. | 55.63 | 22032 | 5 | ..... | Jasper, Evansville, Ind. | Louisville, Evansville and Saint Louis. |
| Jefferson and Greenville, Tex. | 122.18 | 31013 | 7 | ..... | Jefferson, Greenville, Tex. | Missouri Pacific. |
| Jewell and Des Moines, Iowa. | 58.84 | 27030 | 6 | ..... | Des Moines, Jewell, Iowa | Chicago and Northwestern. |
| Jewell and Lake City, Iowa. | 58.58 | 27066 | 6 | ..... | Jewell, Lake City, Iowa. | do |
| Johnstown and Rockwood, Pa. | 45 | 8070 | 2 | ..... | Rockwood, Johnstown, Pa. | Baltimore and Ohio, Somerset and Cambria Branch. |
| Junction City and Parsons, Kans. | 157.44 | 33009 | 7 | 111, 110. | Junction City, Parsons, Kans. | Neosho Section, Missouri Pacific. |
| Kalamazoo, Mich., and Cincinnati, Ohio. | 425.78 | 24018 | 5 | ..... | Walton, Mich., Fort Wayne, Ind. | Grand Rapids and Indiana. |
| | | 22021 | .. | ..... | Fort Wayne, Richmond, Ind. | do |
| | | 21025 | .. | ..... | Richmond, Ind., Hamilton, Ohio. | Cincinnati, Richmond and Chicago. |
| | | 21026 | .. | ..... | Dayton, Cincinnati, Ohio. | Cincinnati, Hamilton and Dayton. |
| Kalamazoo and South Haven, Mich. | 40.65 | 24007 | 9 | ..... | Kalamazoo, South Haven, Mich. | Michigan Central. |
| Kankakee and Kankakee Junction, Ill. | 75.01 | 23062 | 6 | ..... | Kankakee, Strawn, Ill. | Illinois Central. |
| | | 23064 | .. | ..... | Kempton, Woodford, Ill. | do |
| Kansas City, Mo., and Atchison, Kans. | | | 7 | ..... |  |  |
| Kansas City, Mo., and Denver, Colo. | 640.10 | 33001 | 7 | ..... | Kansas City, Mo., Denver, Colo. | Kansas Division Union Pacific. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | | Total number of clerks at work on line. | Remarks. |
|----------------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|----|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | | |
| 114.77 | 155,546 | 13 | 4 | 16 | 9 | 4 | 1 | 4 | | |
| (1) | 60,533 | 6 | 1 | 10 9 | 6 | 1 | 1 | 1 | | ¹ Covered by Indianapolis and Louisville R. P. O., 50 miles. |
| (2) | | | | | | | | | | ² Covered by Cambridge City and Madison R. P. O., 45.90 miles. |
| 213.02 | 133,350 | 6 | 3 | 12 9 | 9 | 4 | 1 | 46 | | ³ Two short stops between Indianapolis and Urbana. |
| 72.45 | 164,287 | 6 | 3 | 40 | 9 | 4 | 2 | 8 | | |
| 189.99 | | | | | | | | | | |
| (4) | 46,568 | 6 | 1 | 16 5 | 6 6 | 1 | 1 | 1 | | ⁴ Covered by Pittsburgh and Saint Louis R. P. O., 74.39 miles. |
| (4) | 150,916 | 6 | 3 | 19 | 7 3 | 4 | 1 | 4 | | ⁴ Covered by Pittsburgh and Saint Louis R. P. O., 74.39 miles. |
| (6) | | | | | | | | | | ⁶ Covered by Pittsburgh and Saint Louis R. P. O., 168.69 miles. |
| 118 | 73,868 | 6 | 1 | 11 6 | 9 | 2 | 1 | 2 | | |
| | | | 1 | 20 | 9 | | | | | |
| 31.67 | 21,703 | 6 | 1 | 11 3 1/2 | 8 10 | 1 | 1 | 1 | | |
| 50 | 31,300 | 6 | (7) | | | 1 | 1 | 1 | | ⁷ Same cars as are used on the Brocton and Oil City R. P. O. |
| 179.07 | 130,721 | 7 | 62 | 35 5 | 8 7 | 2 | 2 | 4 | | ⁸ Whole cars. |
| 35 | 21,910 | 6 | 1 | 7 6 | 6 8 | 1 | 1 | 1 | | |
| | | | 1 | 8 | 3 7 | | | | | ⁹ Reserve car. |
| 47.24 | 29,572 | 6 | 1 | 12 | 8 4 | 1 | 1 | 1 | | |
| 97.24 | 60,872 | 6 | 1 | 10 6 | 7 6 | 2 | 1 | 2 | | |
| ¹⁰ 155.87 | 157,818 | 7 | 1 | 12 10 | 6 7 | 4 | 1 | 4 | | ¹⁰ Closed mails in charge of conductor between Jacksonville and Baldwin, six round trips per week. |
| 60.32 | | | 1 | 12 6 | 6 8 | | | | | |
| | | | 1 | 10 | 6 | | | | | |
| 56.63 | 34,824 | 6 | 1 | 10 | 7 10 | 1 | 1 | 1 | | |
| 122.18 | 76,484 | 6 | 2 | 14 4 | 5 9 | 2 | 1 | 2 | | |
| 58.84 | 36,833 | 6 | 1 | 12 2 | 7 5 | 1 | 1 | 1 | | |
| 58.58 | 36,671 | 6 | ¹¹ 1 | 35 5 | 7 | 1 | 1 | 1 | | ¹¹ Whole car in use temporarily. |
| 45.71 | 28,170 | 6 | 1 | 13 6 | 7 8 | 1 | 1 | 1 | | |
| 157.44 | 98,557 | 6 | 1 | 16 1 | 7 2 1/2 | 3 | 1 | 3 | | |
| | | | 1 | 13 2 | 7 2 1/2 | | | | | |
| | | | ¹² 1 | 13 2 | 7 2 1/2 | | | | | ¹² Held in reserve. |
| ¹³ 262.08 | 266,538 | 6 | 2 | 13 2 | 7 | 4 | 1 | 4 | | ¹³ Route from Kalamazoo to Walton is in ninth division, but miles of route (168.03) having been omitted in report of that division, it is entered in this division report at request of Mr. Lovell. |
| 92.71 | | | | | | | | | | |
| 46.04 | | | | | | | | | | |
| (14) | | | | | | | | | | ¹⁴ Covered by Toledo and Cincinnati R. P. O., 25 miles. |
| 40.65 | 25,446 | 6 | 1 | 12 7 | 5 8 | 1 | 1 | 1 | | |
| 30.22 | 46,956 | 6 | 1 | 15 | 7 2 1/2 | 1 | 1 | 1 | | |
| 44.79 | | | 1 | 14 | 7 0 | | | | | |
| 640.10 | 577,503 | 7 | 8 | 24 8 | 9 4 | 7 | 2 | 18 | | See Saint Louis, Mo., and Atchison, Kans., R. P. O. |
| | | | | | | ¹⁵ 4 | 1 | | | ¹⁵ These clerks run from Kansas City to Ellis (302 miles) daily on night line, returning east from Ellis on regular R. P. O. as helpers. |

TABLE A'.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|---------------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|------------------------------------------|---------------------------------------------------|
| Kansas City, and Joplin, Mo. | 176.06 | 33008 | 7 | ..... | Kansas City, Joplin, Mo. | Kansas City, Fort Scott and Gulf. |
| Kansas City, Mo., and La Junta, Colo. | ..... | ..... | ..... | ..... | ..... | ..... |
| Kansas City, Mo., and Pueblo, Colo. | 634.55 | 33018 | 7 | 111, 110. | Topeka, Kans., Kansas City, Mo. | Atchison, Topeka, Santa Fé. |
| | | 33010 | ..... | ..... | Atchison, Kans., Pueblo, Colo. |do |
| Kansas City, Mo., and Wellington, Kans. | 264.82 | 33008 | 7 | ..... | Kansas City, Joplin, Mo. | Kansas City, Fort Scott and Gulf. |
| | | 33006 | ..... | ..... | Olathe, Ottawa, Kans. | Kansas City, Lawrence, and Southern Kansas. |
| | | 33004 | ..... | ..... | Lawrence, Coffeyville, Kans. |do |
| | | 33005 | ..... | ..... | Cherryvale, Hunnewell, Kans. |do |
| Keene, N. H., and Springfield, Mass. | 24.32 | 3056 | 1 | ..... | South Vernon Junction, Vt., Keene, N. H. | Connecticut River |
| Kenosha, Wis., and Rockford, Ill. | 72.50 | 25011 | 6 | ..... | Kenosha, Wis., Rockford, Ill. | Chicago and Northwestern. |
| Kent and Cincinnati, Ohio. | 253 | 21034 | 5 | ..... | Salamanca, Dayton, Ohio. | New York, Pennsylvania and Ohio. |
| | | 21042 | ..... | ..... | Cleveland, Cincinnati, Ohio. | Cleveland, Columbus, Cincinnati and Indianapolis. |
| Keokuk and Albia, Iowa | 117.67 | 28015 | 6 | ..... | Keokuk, Humeston, Iowa. | Wabash, Saint Louis and Pacific. |
| | | 27060 | ..... | ..... | Centerville, Albia, Iowa. |do |
| Keokuk, Iowa, and Clayton, Ill. | 43.02 | 23081 | 6 | ..... | Clayton, Ill., Keokuk, Iowa. |do |
| Keokuk, Iowa, and Saint Louis, Mo. | 168.40 | 28018 | 7 | ..... | Mount Pleasant, Iowa. | Saint Louis, Keokuk and Northwestern. |
| | | 28004 | ..... | ..... | Saint Peters, Mo. | Wabash, Saint Louis and Pacific. |
|  |  | ..... | ..... | ..... | Saint Louis, Kansas City, Mo. |do |
| La Crosse, Wis., and Dubuque, Iowa. | 120.70 | 27012 | 6 | ..... | Clinton, Iowa, La Crosse, Wis. | Chicago, Milwaukee and Saint Paul. |
| La Crosse, Wis., and Sioux Falls, Dak. | 351.46 | 26023 | 6 | ..... | La Crosse, Wis., Flandreau, D. k. |do |
| | | 35007 | ..... | ..... | Flandreau, Sioux Falls, Dak. |do |
| La Fayette, Ind., and Quincy, Ill. | 271.44 | 21019 | 6 | 111, | Toledo, Ohio, Quincy, Ill. | Wabash, Saint Louis and Pacific. |
| La Fayette, Ind., and Saint Louis, Mo. | 232.37 | 21019 | 6 | 113, 110. |do |do |
| | | 23023 | ..... | ..... | Decatur, East Saint Louis, Ill. |do |
| La Junta, Colo., and Deming, N. Mex. | 578.20 | 38006 | 7 | 111, 112. | La Junta, Colo., Deming, N. Mex. | Atchison, Topeka and Santa Fé. |
| Lake Station, Ind., and Joliet, Ill. | 45.65 | 23022 | 6 | ..... | Joliet, Ill., Lake Station, Ind. | Michigan Central |
| Lancaster, N. H., and Boston, Mass. | 209.36 | 3011 | 1 | ..... | Boston, Mass., Portland, Me. | Boston and Maine |
| | | 3063 | ..... | ..... | Lawrence, Mass., Manchester, N. H. | Manchester and Lawrence |
| | | 1001 | ..... | ..... | Concord, Nashua, N. H. | Concord |
| | | 1005 | ..... | ..... | Concord, N. H., Wells River, Vt. | Boston, Concord and Montreal. |
| | | 1006 | ..... | ..... | Groveton, N. H., Wells River, Vt. |do |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 176.06 | 110,213 | 6 | 1 | 20 6 | 7 7 | 3 | 1 | 3 | Springfield and Fort Scott clerks act as helpers on this line between Kansas City and Fort Scott. |
| | | | 1 | 15 8 | 7 2 | | | | Kansas City and Wellington clerks also run over this route between Kansas City, Mo., and Olathe, Kans., 20.47 miles. |
| | | | | | | | | | See Kansas City and Pueblo R. P. O. |
| 66.20 | 880,562 | 7 | 7 | 49 1½ | 9 4 | 8 | 2 | 21 | La Junta, Colo., and Deming, N. Mex., clerks also run over this line daily between Kansas City, Mo., and La Junta, Colo., 571.70 miles. |
| 568.35 | | | | | | 5 | 1 | | |
| (¹) | 165,777 | 6 | 2 | 18 2 | 8 9 | 4 | 1 | 25 | 20.47 miles of route included in Kansas City and Joplin R. P. O. |
| 24.36 | | | 1 | 22 2 | 9 1 | | | | ² One short stop. |
| 97.02 | | | | | | | | | |
| 112.97 | | | | | | | | | |
| 24.32 | 15,224 | 6 | 1 | 8 10 | 7 | 1 | 1 | 1 | This clerk runs between West Northfield and Springfield, Mass., upon the same train as the White River Junction and Springfield clerk, as an assistant. Relieved once in six weeks. (See column of remarks Boston, Clinton and Fitchburg R. P. O.) |
| 72.50 | 45,385 | 6 | 1 | 12 6 | 7 2 | 1 | 1 | 1 | |
| 197 | 158,378 | 6 | 3 | 17 10 | 6 10 | 4 | 1 | 4 | |
| (³) | | | | | | | | | ³ Covered by Cleveland and Cincinnati R. P. O. 60 miles. |
| 90 | 73,786 | 6 | 1 | 20 | 9 3 | 2 | 1 | 2 | |
| 27.87 | | | | | | | | | |
| 43.02 | 26,930 | 6 | 1 | 20 | 9 4 | 1 | 1 | 1 | |
| 136.20 | 105,418 | 6 | 2 | 20 | 9 | 3 | 1 | 3 | |
| (⁴) | | | | | | | | | ⁴ 32.20 miles of route included in Saint Louis, Moberly and Kansas City R. P. O. |
| 67.60 | 75,558 | 6 | 1 | 21 10 | 8 4 | 2 | 1 | 2 | ⁵ Balance of distance (53.10 miles) covered by Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O. |
| | | | 1 | 21 | 9 4 | | | | |
| 312.29 | 220,013 | 6 | 2 | 21 | 9 4 | 6 | 1 | 6 | |
| 22.17 | | | 1 | 20 9 | 9 4 | | | | |
| | | | 1 | 20 8 | 9 4 | | | | |
| 271.44 | 169,921 | 6 | 3 | 50 | 9 6 | 4 | 4 | 16 | |
| (⁶) | 169,630 | 7 | 2 | 50 | 9 6 | 4 | 3 | 12 | ⁶ Distance (119.80 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O. |
| (⁷) | | | | | | | | | ⁷ Distance (112.57 miles) covered by Chicago and Decatur, Ill., and Saint Louis, Mo., R. P. O. |
| 578.20 | 422,086 | 7 | 7 | 21 | 9 4 | 10 | 1 | 10 | |
| 45.65 | 23,576 | 6 | 1 | 7 1 | 6 3 | 1 | 1 | 1 | |
| (⁸) | 131,059 | 6 | 2 | 28 | 9 6 | 4 | 1 | 6 | ⁸ Covered by Portland and Boston R. P. O. 27 miles. |
| 27.06 | | | ¹⁰ 1 | 17 | 6 9 | | | | ⁹ Two short stops; one between Boston, Mass., and Concord, N. H., and one between Lancaster, N. H., and Wells River, Vt. |
| (¹¹) | | | ¹⁰ 1 | 16 8 | 6 10 | | | | |
| 94.01 | | | ¹⁰ 1 | 17 | 6 8 | | | | |
| 43.02 | | | | | | | | | ¹⁰ Reserve cars. |
| | | | | | | | | | ¹¹ Covered by Saint Albans and Boston R. P. O. 18.25 miles. |

TABLE A'.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|-----------------------------------------|----------------------------------------------------------------|
| Lancaster, Pa., and Frederick, Md. | 81 | 8032 | 2 | ..... | Columbia, Pa., Frederick, Md. | Pennsylvania Railroad (Philadelphia and Frederick Division). |
| Lansing and Jonesville, Mich. | 60.86 | 34005 | 9 | ..... | Jonesville, Lansing, Mich. | Lake Shore and Michigan Southern. |
| Larabee and Clermont, Pa. | 22 | 8091 | 2 | ..... | Larabee, Clermont, Pa. | Buffalo, New York and Philadelphia Railroad (Clermont Branch). |
| Lawrenceville and Elkland, Pa. | 13 | 8139 | 2 | ..... | Lawrenceville, Elkland, Pa. | Syracuse, Geneva and Corning Railroad (Cowanessque Branch). |
| Leavenworth and Burlington, Kans. | 109.20 | 33002 | 7 | ..... | Lawrence, Leavenworth, Kans. | Kansas Division Union Pacific. |
| | | 83004 | .. | ..... | Kans., Coffeyville, Kans. | Kansas City, Lawrence and Southern Kansas. |
| | | 33019 | .. | ..... | Ottawa, Burlington, Kans. | do |
| Leavenworth and Miltonvale, Kans. | 167.91 | 33013 | 7 | ..... | Leavenworth, Miltonvale, Kans. | Union Pacific (Kansas Central Division). |
| Lebanon and Nashville, Tenn. | 31.12 | 19001 | 5 | ..... | Lebanon, Nashville, Tenn. | Nashville, Chattanooga and Saint Louis. |
| Lewisburg and Spring Mills, Pa. | 43 | 8067 | 2 | ..... | Lewisburg, Spring Mills, Pa. | Pennsylvania Railroad (Lewisburg and Tyrone Division). |
| Lexington and Louisville, Ky. | 95.25 | 20003 | 5 | ..... | Lexington, La Grange, Ky. | Louisville, Cincinnati and Lexington. |
| | | 20004 | .. | ..... | Cincinnati, Ohio, Louisville, Ky. | do |
| Lexington and Kansas City, Mo. | 43.35 | 28033 | 7 | ..... | Kansas City, Lexington, Mo. | Kansas City and Eastern Division Missouri Pacific. |
| Lexington and Saint Joseph, Mo. | 76.86 | 28012 | 7 | ..... | Saint Joseph, North Lexington, Mo. | Wabash, Saint Louis and Pacific. |
| Lincolnton, N. C., and Chester, S. C. | 72 | 14007 | 4 | ..... | Lincolnton, N. C., Chester, S. C. | Chester and Lenoir Narrow-Gauge. |
| Litchfield and Bethel, Conn. | 39.29 | 5019 | 1 | ..... | Litchfield, Hawleyville, Conn. | Shepang |
| | | 5024 | .. | ..... | Bethel, Hawleyville, Conn. | Danbury and Norwalk .. |
| Litchfield and Jacksonville, Ill. | 55 | 23046 | 6 | ..... | Jacksonville, Litchfield, Ill. | Jacksonville South Eastern. |
| Little Rock and Fort Smith, Ark. | 169.29 | 29003 | 7 | ..... | Argenta, Fort Smith, Ark. | Little Rock and Fort Smith. |
| Little Rock and Monticello, Ark. | 139.15 | 29007 | 7 | ..... | Little Rock, Arkansas City, Ark. | Little Rock, Mississippi River and Texas. |
| | | 29004 | .. | ..... | Trippie, Monticello, Ark. | do |
| <i>Little Rock and Tezakana, Ark.</i> | | | 7 | 129, 126. | | |
| Lock Haven and Erie, Pa. | 223 | 8022 | 2 | ..... | Sunbury, Erie, Pa. | Pennsylvania Railroad (Philadelphia and Erie Division). |
| Lock Haven and Harrisburgh, Pa. | 118 | 8022 | 2 | 67, 64. | do | do |
| | | 10002 | .. | ..... | Baltimore, Md., Sunbury, Pa. | Northern Central |
| Lock Haven and Tyrone, Pa. | 55 | 8038 | 2 | ..... | Tyrone, Lock Haven, Pa. | Pennsylvania Railroad (Bald Eagle Branch). |
| Logan and Nelsonville, Ohio. | 35 | 21084 | 5 | ..... | Logan, New Straitsville, Ohio. | Columbus, Hocking Valley and Toledo. |
| | | 21077 | .. | ..... | New Straitsville, Nelsonville, Ohio. | do |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|------------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 81 | 50,706 | 6 | 1 | 11 | 8 6 | 2 | 1 | 2 | |
| 60.86 | 38,098 | 6 | 1 | 17 8 | 9 4 | 1 | 1 | 1 | |
| 22.15 | 13,772 | 6 | 1 | 8 7 | 6 8 | 1 | 1 | 1 | |
| 12.98 | 8,138 | 6 | 1 | 11 | 7 6 | 1 | 1 | 1 | |
| 35.05 | 68,859 | 6 | 2 | 18 2 | 8 9 | 2 | 1 | 2 | |
| 27.10 | | | | | | | | | |
| 47.05 | | | | | | | | | |
| 167.91 | 105,111 | 6 | 3 | 10 5 | 6 | 3 | 1 | 3 | |
| 31.12 | 19,481 | 6 | 1 | 10 6 | 6 5 | 1 | 1 | 1 | |
| 42.38 | 26,918 | 6 | 1 | 10 | 8 4 | 1 | 1 | 1 | Agent runs to Montandon. |
| 67.25 | 64,774 | 6 | 3 | 8 9 | 6 1 | 2 | 1 | 2 | ¹ This route originally run to Mount Sterling, Ky., and was curtailed September 1, 1881, to end at Lexington; decrease distance, 33 miles. |
| (²) | | | 1 | 11 6 | 7 6 | | | | ² Covered by Cincinnati and Louisville agent, 28 miles. |
| 43.35 | 27,137 | 6 | 1 | 11 5 | 5 6 | 1 | 1 | 1 | |
| 76.86 | 56,107 | 7 | 1 | 25 5½ | 7 7½ | 2 | 1 | 2 | |
| 72 | 45,072 | 6 | 1 | 11 8 | 6 10 | 1 | 1 | 1 | ³ Distance taken from railroad time-table. |
| 32.75 | 24,586 | 6 | 1 | 12 3 | 2 6 | 1 | 1 | 1 | One reserve car in addition to one reported, which has no apartment; mail worked in baggage-car. This clerk is relieved once in 6 weeks. See column of remarks. |
| 6.54 | | | 1 | 9 3 | 6 3 | | | | West Winsted and Bridgeport R. P. O. |
| 55.00 | 34,430 | 6 | 1 | 12 | 7 6 | 1 | 1 | 1 | ⁴ Reserve. |
| 169.29 | 105,975 | 6 | 3 | 10 | 7 | 2 | 1 | 3 | ⁵ 1 short stop. |
| 106.15 | 87,107 | 6 | 4 | 14 | 7 4 | 3 | 1 | 3 | |
| 33 | | | | | | | | | |
| 223 | 139,598 | 6 | 7 | 15 | 8 | 3 | 1 | 3 | See Saint Louis and Texarkana R. P. O. |
| 24.50 | 73,868 | 6 | (⁶) | ----- | | 3 | 1 | 3 | ⁶ 5 reserve cars. |
| (⁷) | | | | | | | | | ⁷ 53.50 miles covered by Williamsport and Baltimore R. P. O. |
| 55.10 | 34,430 | 6 | 1 | 11 | 8 2 | 1 | 1 | 1 | ⁸ Same cars as are used on the Lock Haven and Erie R. P. O. |
| 13.22 | 21,910 | 6 | (¹⁰) | ----- | | 1 | 1 | 1 | ⁹ 40 miles covered by Williamsport and Baltimore R. P. O., No. 10002. |
| 21.68 | | | | | | | | | ¹⁰ No mail apartment. |

TABLE A¹—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, terminal of route. | Corporate title of company. |
|---------------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|------------------------------------------|-----------------------------------------|
| Logan and Pomeroy, Ohio. | 83.78 | 21074 | 5 | ..... | Logan, Pomeroy, Ohio | Ohio and West Virginia. |
| Logansport, Ind., and Columbus, Ohio. | 197.60 | 22017 | 5 | ..... | Logansport, Ind., Bradford, Ohio. | Pittsburgh, Cincinnati and Saint Louis. |
| | | 21015 | .. | | Columbus, Ohio, Indianapolis, Ind. |do |
| Logansport and Terre Haute, Ind. | 118.99 | 22028 | 5 | ..... | Logansport, Rockville, Ind. | Terre Haute and Indianapolis. |
| | | 22013 | .. | | Rockville, Terre Haute, Ind. |do |
| Logansport, Ind., and Warsaw, Ill. | 291.40 | 22014 | 6 | ..... | State Line, Logansport, Ind. | Pittsburgh, Cincinnati and Saint Louis. |
| | | 23027 | .. | | State Line, Ind., Warsaw, Ill. | Wabash, Saint Louis and Pacific. |
| Los Angeles and Santa Ana, Cal. | 33.60 | 46017 | 8 | ..... | Los Angeles, Santa Ana, Cal. | Southern Pacific..... |
| Louisville and Bloomfield, Ky. | 57.16 | 20004 | 5 | ..... | Cincinnati, Ohio, Louisville, Ky. | Louisville and Nashville. |
| | | 20012 | .. | | Anchorage, Shelbyville, Ky. |do |
| | | 20028 | .. | | Shelbyville, Bloomfield, Ky. |do |
| Louisville and Livingston, Ky. | 141.94 | 20005 | 5 | ..... | Louisville, Ky., Nashville, Tenn. |do |
| | | 20007 | .. | | Lebanon Junction, Livingston, Ky. |do |
| Louisville, Ky., and Nashville, Tenn. | 185.23 | 20006 | 5 | 53..... | Louisville, Ky., Nashville, Tenn. |do |
| Louisville and Paducah, Ky. | 233.60 | 20018 | 5 | ..... | Louisville, Cecilian, Ky. | Chesapeake, Ohio and Southwestern. |
| | | 20010 | .. | | Elizabethtown, Paducah, Ky. |do |
| Lowell, and Ayer, Mass. | 16.74 | 3020 | 1 | ..... | Ayer, Lowell, Mass. | Boston, Lowell and Concord. |
| Lowell and Mansfield, Mass. | 51.66 | 3049 | 1 | ..... | South Framingham, Lowell, Mass. | Old Colony |
| | | 3051 | .. | | New Bedford, Fitchburg, Mass. |do |
| Ludington, Mich., and Toledo, Ohio. | 275.73 | 24015 | 9 | ..... | Monroe, Ludington, Mich. | Flint and Pere Marquette. |
| | | 24001 | .. | | Toledo, Ohio, Detroit, Mich. | Lake Shore and Michigan Southern. |
| Lula and Athens, Ga. | 39.53 | 15025 | 4 | ..... | Lula, Athens, Ga. | Northeastern Railroad of Georgia. |
| Lynchburg, Va., and Bristol, Tenn. | 204 | 11013 | 3 | 33, 36.. | Lynchburg, Va., Bristol, Tenn. | Norfolk and Western.... |
| Lyons, N. Y., and Sayre, Pa. | 92 | 6072 | 2 | ..... | Lyons, N. Y., Sayre, Pa. | Geneva, Ithaca and Sayre |
| McLeansborough and Shawneetown, Ill. | 41.70 | 23878 | 6 | ..... | McLeansborough, Shawneetown, Ill. | Louisville and Nashville. |
| Mackinaw City and Bay City, Mich. | 184 | 24009 | 9 | ..... | Jackson, Mackinaw City, Mich. | Michigan Central..... |
| Macon and Brunswick, Ga. | 190.58 | 15013 | 4 | ..... | Macon, Brunswick, Ga. | East Tennessee, Virginia and Georgia. |
| Macon, Ga., and Goodwater, Ala. | 190.43 | 15011 | 4 | ..... | Macon, Columbus, Ga. | Southwestern |
| | | 17007 | .. | | Opelika, Ala., Columbus, Ga. | Columbus and Western.. |
| | | 17016 | .. | | Opelika, Goodwater, Ala. |do |
| Macon, Ga., and Montgomery, Ala. | 224.72 | 15016 | 4 | ..... | Macon, Ga., Eufaula, Ala. | Southwestern |
| | | 17003 | .. | | Montgomery, Eufaula, Ala. | Montgomery and Eufaula. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | | |
| 83.78 | 52,446 | 6 | 2 | 16 2 | 9 6 | 2 | 1 | 2 | | |
| 114.60 | 123,697 | 6 | 2 | 11 6 | 8 6 | 3 | 1 | 3 | | |
| (¹) | | | | | | | | | | ¹ Covered by Pittsburgh and Saint Louis R. P. O., 83 miles. |
| 95.03 | 74,487 | 6 | 2 | 10 10 | 7 1 | | | | | |
| 23.96 | | | 1 | 19 6 | 7 6 | 2 | 1 | 2 | | |
| 61.19 | 182,422 | 6 | 1 | 32 | 8 9 | 4 | 1 | ² 8 | | ² Two short stops between Logansport and State Line, Ind., and two short stops between Gilman and Bushnell, Ill. |
| 230.21 | | | 1 | 20 5 | 8 9 | | | | | |
| | | | 1 | 28 2 | 8 7 | | | | | |
| 33.60 | 24,528 | 7 | (²)1 | 18 9 | 8 11 | | | | | ² Reserve. |
| | | | 1 | 8 4 | 6 11 | 1 | 1 | 1 | | |
| (⁴) | 32,967 | 6 | 1 | 8 | 4 | 1 | 1 | 1 | | ⁴ Covered by Cincinnati and Louisville R. P. O. 12 miles. |
| 19.19 | | | | | | | | | | ⁵ Dec. 15, 1881, increase distance 9.84 miles. |
| 25.97 | | | | | | | | | | |
| (⁶) | 88,853 | 6 | 2 | 13 7 | 9 2 | 2 | 1 | 2 | | ⁶ Covered by Louisville, Nashville and Memphis R. P. O., 30 miles. |
| 111.94 | | | | | | | | | | |
| (⁷) | 115,958 | 6 | 3 | 14 | 9 | 2 | 1 | 2 | | ⁷ Covered by Cincinnati, Nashville and Memphis R. P. O., 185.23 miles. |
| 46.75 | 172,396 | 7 | 3 | 14 | 9 | 4 | 1 | 4 | | |
| 186.85 | | | | | | | | | | |
| 16.74 | 20,958 | 12 | 1 | 6 6 | 7 | 1 | 1 | 1 | | |
| 30.34 | 64,678 | 12 | ⁹ 2 | 11 | 7 | 2 | 1 | 2 | | ⁹ One of these cars is a reserve car. These clerks are relieved once in 4 weeks. (See column of remarks. Providence and Pascoag R. P. O.) |
| 21.32 | | | ⁹ 2 | 12 | 7 | | | | | |
| 251.23 | 172,606 | 6 | 2 | 21 | 8 10 | 4 | 1 | 4 | | ¹⁰ 24.50 miles of route (Toledo, Ohio, to Monroe, Mich.), included in Detroit and Toledo R. P. O. |
| (¹⁰) | | | ¹¹ 1 | 25 6 | 8 10 | | | | | ¹¹ Held in reserve. |
| 39.53 | 23,746 | 6 | 1 | 10 2 | 7 2 | 1 | 1 | 1 | | |
| | | | 1 | 13 4 | 7 2 | | | | | |
| 204 | 148,920 | 7 | 4 | 40 | 8 | 4 | 2 | ¹² 11 | | ¹² 3 short stops between Lynchburgh and Wytheville, Va. |
| 92.62 | 57,592 | 6 | ¹³ 1 | 10 6 | 6 6 | 2 | 1 | 2 | | ¹³ One reserve car. |
| | | | 1 | 15 9 | 8 8 | | | | | |
| 41.70 | 26,104 | 6 | 1 | 6 0 | 2 10 | 1 | 1 | 1 | | |
| (¹⁴) | 115,184 | 6 | 1 | 15 6 | 9 3 | 3 | 1 | 3 | | ¹⁴ Miles of route included in Bay City and Jackson R. P. O.; clerks run two weeks and lay off one. |
| | | | 1 | 15 5 | 8 10 | | | | | |
| 190.58 | 139,123 | 7 | 1 | 21 6 | 8 10 | 3 | 1 | 3 | | Closed mails in charge of conductor between Macon and Jeasup, 7 round trips per week. |
| | | | 2 | 15 1 | 9 5 | | | | | |
| 100.47 | 119,209 | 6 | 1 | 12 4 | 7 3 | 3 | 1 | 3 | | Closed mails in charge of conductor between Macon, Ga., and Goodwater, Ala., 7 round trips per week. |
| 29.62 | | | 1 | 11 8 | 7 1 | | | | | |
| 60.24 | | | 1 | 18 | 7 4 | | | | | |
| | | | 1 | 10 5 | 6 6 | | | | | |
| 143.90 | 164,045 | 7 | 3 | 22 6 | 9 | 4 | 1 | 4 | | Closed mails in charge of conductor, Macon to Smithville, Ga., 6 round trips per week; and from Montgomery, Ala., to Eufaula, Ala., 7 round trips per week. |
| 80.73 | | | | | | | | | | |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of routes. | Division. | Number of trains on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|-------------------------|-----------|--------------------------------------------------------|------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| Manchester and Peterborough, N. H. | 62.99 | 1001 1009 1010 | 1 | ..... | Concord, Nashua, N. H., Concord, Claremont Junction, N. H., Contoocook, Peterborough, N. H. | Concord Concord and Claremont..... do |
| Manchester and Tucker-ton, N. J. | 29 | 7032 | 2 | ..... | Whiting, Beach Haven, N. J. | Tuckerton |
| Manhattan and Burlingame, Kans. | 57.31 | 33030 | 7 | ..... | Burlingame, Manhattan, Kans. | Manhattan, Alma and Burlingame. |
| Manistee and East Saginaw, Mich. | 148.72 | 24045 | 9 | ..... | Butler's Junction, Manistee, Mich. | Flint and Péro Marquette do |
| Mankato and Elmore, Minn. | 56.41 | 24015 26025 26029 | 6 | ..... | Monroe, Ludington, Mich. Saint Paul, Saint James, Minn. Lake Crystal, Elmore, Minn. | Chicago, Saint Paul, Min- nesota and Omaha. do |
| Mankato and Wells, Minn. | 40.81 | 26024 | 6 | ..... | Mankato, Wells, Minn. | Chicago, Milwaukee and Saint Paul. |
| Maple River Junction and Mapleton, Iowa. | 60.20 | 27038 | 6 | ..... | Maple River Junction, Mapleton, Iowa. | Chicago and Northwest- ern. |
| Maquoketa and Davenport, Iowa. | 42.76 | 27018 | 6 | ..... | Davenport, Maquoketa, Iowa. | Chicago, Milwaukee and Saint Paul. |
| Marion and Running Water, Dak. | 63.18 | 27049 | 6 | ..... | Pattersonville, Iowa, Running Water, Dak. | do |
| Marion and Coon Rapids, Iowa. | 167.80 | 27072 | 6 | ..... | Marion, Coon Rapids, Iowa. | do |
| Marquette and L'Ansee, Mich. | 63.48 | 24040 | 6 | ..... | Marquette, L'Ansee, Mich. | Marquette, Houghton and Ontonagon. |
| Marshalltown and Story City, Iowa. | 39.55 | 27079 | 6 | ..... | Marshalltown, Story City, Iowa. | Central Iowa |
| Mason City and Ottumwa, Iowa. | 172.66 | 27010 | 6 | ..... | Ottumwa, Mason City, Iowa. | do |
| Maysville and Paris, Ky., and Cincinnati, Ohio. | 130.73 | 20015 20002 | 5 | ..... | Maysville, Paris, Ky. Covington, Lexington, Ky. | Kentucky Central |
| Mayville and Casselton, Dak. | 36.13 | 35006 | 6 | ..... | Casselton, Mayville, Dak. | do |
| Meadville and Oil City, Pa. | 36 | 8043 | 2 | ..... | Meadville, Oil City, Pa. | Northern Pacific |
| Memphis, Tenn., and Grenada, Miss. | 102.34 | 18002 | 4 | ..... | Memphis, Tenn., Grenada, Miss. | New York, Pennsylvania and Ohio (Franklin branch). Mississippi and Tennes- see. |
| Memphis, Tenn., and Little Rock, Ark. | 134.21 | 29001 | 7 35, 34 | ..... | Hopfield, Little Rock, Ark. | Memphis and Little Rock. |
| Menaasha and Milwaukee, Wis. | 103.47 | 25016 25040 | 6 151 | ..... | Milwaukee, Green Bay, Wis. | Wisconsin Central |
| Mendota, Ill., and Clinton, Iowa. | 65.59 | 23013 | 6 | ..... | Hilbert, Appleton, Wis. Mendota, Ill., Clinton, Iowa. | do |
| Meridian, Miss., and Mobile, Ala. | 135 | 18004 (Pt.) | 4 | ..... | Meridian, Miss., Mobile, Ala. | Chicago, Burlington and Quincy. Mobile and Ohio |
| Meridian and Vicksburgh, Miss. | 140.54 | 18003 | 4 33, 36 | ..... | Meridian, Vicksburgh, Miss. | Vicksburgh and Meridian |
| Merrill and Tomah, Wis. | 109.42 | 25031 | 6 | ..... | Tomah, Merrill, Wis. | Chicago, Milwaukee and Saint Paul. |
| Mexico and Jefferson City, Mo. | 50.41 | 28021 | 7 | ..... | Mexico, Cedar City, Mo. | Chicago and Alton |
| Michigan City and Delphi, Ind. | 88 | 22038 22008 | 5 | ..... | Michigan City, Ind., Louisville, Ky. | Louisville, New Albany and Chicago. |
| Middletown and New York, N. Y. | 88 | 7037 | 2 | ..... | Chicago, Ill., Delphi, Ind. Jersey City, N. J., Mid- dletown, N. Y. | do |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| (3) 32.76 | 39,431 | 6 | 1 | 7 6 | 6 2 | 1 | 1 | 1 | ¹ Covered by Saint Albans and Boston R. P. O. 18.26 miles. |
| 29 | 36,308 | 12 | 1 | 7 3 | 6 6 | 1 | 1 | 1 | ² Covered by Concord and Claremont R. P. O. 11.97 miles. |
| 57.31 | 35,876 | 6 | 1 | 12 | 9 | 1 | 1 | 1 | ³ Reserve car. This clerk is relieved once in six weeks. See column of remarks Pittsfield and Lawrence R. P. O. |
| 27.02 | 92,098 | 6 | 1 | 12 9 | 8 10 | 2 | 1 | 2 | ⁴ 121.70 miles of route (East Saginaw to Manistee Junction, n. o.), included in Ludington and Toledo R. P. O. |
| (4) 43.51 | 35,312 | 6 | 1 | 13 9 | 8 10 | 1 | 1 | 1 | ⁵ Distance (12.50 miles,) covered by Saint Paul, Minn., and Sioux City, Iowa, R. P. O. |
| 40.81 | 25,547 | 6 | 1 | 13 6 | 7 2 | 1 | 1 | 1 | |
| 60.20 | 37,685 | 6 | 1 | 12 2 | 7 5 | 1 | 1 | 1 | |
| 42.76 | 26,767 | 6 | 1 | 15 6 | 6 9 | 1 | 1 | 1 | |
| 63.18 | 30,550 | 6 | 1 | 10 6 | 6 10 | 1 | 1 | 1 | |
| 167.80 | 105,042 | 6 | 1 | 13 2 | 7 8 | 3 | 1 | 3 | |
| 63.48 | 39,738 | 6 | 1 | 11 10 | 6 10 | 1 | 1 | 1 | |
| 39.55 | 24,758 | 6 | 1 | 8 | 7 | 1 | 1 | 1 | |
| 172.66 | 108,085 | 6 | 1 | 22 6 | 9 6 | 3 | 1 | 3 | ⁶ One car in reserve. |
| 50.73 | 81,886 | 6 | 1 | 10 | 7 4 | 2 | 1 | 2 | |
| (7) 36.13 | 22,617 | 6 | 1 | 17 11 | 8 10 | 1 | 1 | 1 | ⁷ Covered by Cincinnati and Lexington R. P. O. 80 miles. |
| 26.63 | 22,536 | 6 | 1 | 18 | 8 11 | 1 | 1 | 1 | |
| 102.34 | 74,708 | 7 | 1 | 13 | 6 8 | 2 | 1 | 2 | Closed mails in charge of conductor from Memphis, Tenn., to Grenada, Miss., 7 round trips per week. |
| 134.21 | 97,973 | 7 | 2 | 22 8 | 8 9 | 3 | 1 | 3 | |
| 87.21 | 64,772 | 6 | 1 | 17 3 | 7 2 | 2 | 1 | 2 | ⁸ Reserve cars. |
| 16.26 | 41,050 | 6 | 1 | 11 9 | 6 9 | 2 | 1 | 2 | |
| 85.59 | 41,050 | 6 | 1 | 16 | 7 3 | 2 | 1 | 2 | ⁹ Reserve. |
| ¹⁰ 135 | 98,550 | 7 | (11) | 21 | 9 3 | 3 | 1 | 3 | ¹⁰ Distance taken from railroad time-table. |
| 140.54 | 102,504 | 7 | 1 | 8 8 | 6 10 | 1 | 1 | 1 | ¹¹ Cars on route Cairo, Ill., to Corinth, Miss., run through to Mobile, Ala., with Corinth and Meridian and Meridian and Mobile R. P. O's. |
| 100.42 | 68,496 | 6 | 1 | 11 5 | 9 3 | 3 | 1 | 3 | |
| 50.41 | 31,556 | 6 | 1 | 11 9 | 9 | 2 | 1 | 2 | |
| 69 | 30,123 | 6 | 1 | 16 9 | 7 5 | 1 | 1 | 1 | |
| 28 | 55,088 | 6 | 1 | 19 6 | 9 | 2 | 1 | 2 | Previous to May 1, 1882, this R. P. O. ran between Rensselaer and Delphi, Ind. 40.01 miles, 260 days; 88 miles, 53 days. |
| 88 | 55,088 | 6 | 1 | 13 | 6 8 | 1 | 1 | 2 | ¹² Reserve cars. |
| | | | 1 | 12 | 6 6 | 1 | 1 | 2 | ¹³ 1 clerk relieves Port Jervis and New York clerk. |

TABLE A:—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of routes. | Division. | Number of train on monthly schedule of through mails. | Contract designation, terminal of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|-------------------|-----------|-------------------------------------------------------|------------------------------------------|----------------------------------------------------|
| Millbank and Aberdeen, Dak. | 97.94 | 26010 | 6 | ..... | Hastings, Minn., Aberdeen, Dak. | Chicago, Milwaukee and Saint Paul. |
| Millerton and Newburgh, N. Y. | 57 | 6085 | 2 | ..... | Newburgh, Millerton, N. Y. | Newburgh, Dutchess and Connecticut. |
| Millerton and Poughkeepsie, N. Y. | 45 | 6079 | 2 | ..... | Poughkeepsie, State Line, N. Y. | Poughkeepsie, Hartford and Boston. |
| Milton and Stockton, Cal. | 30 | 46012 | 8 | ..... | Milton, Stockton, Cal. | Stockton and Copperopolis. |
| Milton and Mineral Point, Wis. | 90.66 | 25004 | 6 | ..... | Milton Junction, Shullsburg, Wis. | Chicago, Milwaukee and Saint Paul. |
| | | 25020 | .. | | Warren, Ill., Mineral Point, Wis. | do |
| Milwaukee, Wis., and Chicago, Ill. | 85.37 | 23601 | 6 | 151, 152. | Chicago, Ill., Milwaukee, Wis. | Chicago and Northwestern. |
| Milwaukee and Montfort, Wis. | 146.31 | 25038 | 6 | ..... | Milwaukee, Montfort, Wis. | do |
| Milwaukee and Prairie du Chien, Wis. | 167.14 | 25001 | 6 | ..... | Milwaukee, Wis., North McGregor, Iowa. | Chicago, Milwaukee and Saint Paul. |
| Minneapolis and Albert Lea, Minn. | 108.23 | 26021 | 6 | ..... | White Bear Lake, Minn., Angus, Iowa. | Minneapolis and Saint Louis. |
| Minneapolis, Minn., and La Crosse, Wis. | 142.53 | 26013 | 6 | 150, 152, 151, 153. | Minneapolis, Minn., La Crosse, Wis. | Chicago, Milwaukee and Saint Paul. |
| Minneapolis, Minn., and Millbank, Dak. | 194.96 | 26037 | 6 | ..... | Minneapolis, Benton, Minn. | Chicago, Milwaukee and Saint Paul. |
| | | 26010 | .. | | Hastings, Minn., Aberdeen, Dak. | do |
| Minneapolis and Wintthrop, Minn. | 71.10 | 26038 | 6 | ..... | Minneapolis, Wintthrop, Minn. | Minneapolis and Saint Louis. |
| Mona and Waterloo, Iowa | 79.70 | 27022 | 6 | ..... | Waterloo, Mona, Iowa | Illinois Central..... |
| Monmouth Junction and Squan, N. J. | 32 | 7023 | 2 | ..... | Jamesburg, Sea Girt, N. J. | Pennsylvania Railroad (Amboy Division). |
| Monroe and Adrian, Mich. | 34.82 | 24002 | 9 | ..... | Monroe, Adrian, Mich. | Lake Shore and Michigan Southern. |
| Monsey and New York, N. Y. | 39 | 6002 | 2 | ..... | Tallmans, Piermont, N. Y. | New York, Lake Erie and Western (Piermont Branch). |
| | | 7017 | .. | | Jersey City, N. J., Nyack, N. Y. | Northern Railroad of New Jersey. |
| Montgomery, Ala., and New Orleans, La. | 321.37 | 17012 | 4 | 17, 19... | Mobile, Montgomery, Ala. | Mobile and Montgomery. |
| | | 17013 | .. | 18, 20... | Mobile, Ala., New Orleans, La. | New Orleans, Mobile, and Texas. |
| Montgomery and Selma, Ala. | 50.59 | 17002 | 4 | ..... | Montgomery, Selma, Ala. | Selma Division of Western Railroad of Alabama. |
| Montrose and Tunkhannock, Pa. | 28 | 8078 | 2 | ..... | Tunkhannock, Montrose, Pa. | Montrose |
| Morristown, Tenn., and Warm Springs, N. C. | 50.32 | 19009 | 5 | ..... | Morristown, Tenn., Warm Springs, N. C. | East Tennessee, Virginia and Georgia. |
| Mount Carmel and Sunbury, Pa. | 26 | 8023 | 2 | ..... | Sunbury, Mount Carmel, Pa. | Northern Central (Shamokin Division). |
| Mount Pleasant and Keokuk, Iowa. | 48.10 | 28018 | 6 | ..... | Mount Pleasant, Iowa, Saint Peters, Mo. | Saint Louis, Keokuk and Northwestern. |
| Muncie, Ind., and Bloomington, Ill. | | | | | | |
| Muscatine and Montezuma, Iowa. | 126.95 | 27004 | 6 | ..... | Muscatine, What Cheer, Iowa. | Burlington, Cedar Rapids and Northern. |
| | | 27048 | .. | | Elmira Junction, Riverside, Iowa. | do |
| | | 27065 | .. | | Thornburgh, Montezuma, Iowa. | do |
| Muskegon and Allegan Mich. | 60.49 | 24023 | 9 | ..... | Allegan, Holland, Mich. | Chicago and West Michigan. |
| | | 24021 | .. | | New Buffalo, Pentwater, Mich. | do |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-----------------------------------------------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 97.94 | 61,310 | 6 | 1 | 18 | 9 4 | 2 | 1 | 2 | |
| 56.50 | 35,682 | 6 | 1 | 8 | 6 4 | 1 | 1 | 1 | ¹ 1 reserve car. |
| 44.93 | 25,066 | 6 | 1 | 9 3 | 6 10 | 1 | 1 | 1 | |
| 30 | 18,780 | 6 | 1 | 7 2 | 6 10 | 1 | 1 | 1 | ² 1 reserve car. |
| 64.71 | 56,753 | 6 | 1 | 10 | 8 9 | 1 | 1 | 1 | |
| 25.95 | | | | 16 10 | 7 4 | 2 | 1 | 2 | |
| 85.37 | 106,883 | 12 | ³ 3 | 85 5 | 8 7 | 4 | 1 | 4 | ⁴ Whole cars; one car in reserve. |
| 146.31 | 91,596 | 6 | 1 | 19 | 7 2 | 3 | 1 | 3 | |
| 197.14 | 123,409 | 6 | 3 | 10 | 7 | | | | |
| 108.23 | 67,751 | 6 | 1 | 20 4 | 9 5 | 2 | 1 | 2 | ⁴⁵ One short stop between Milwaukee and Brookfield Station, Wis. |
| 142.53 | 136,121 | 13 | ¹ 1 ² 2 (⁷) | 22 3 49 4 60 5 | 9 4 9 4 9 4 | 8 | 1 | 8 | ⁴ Reserve. ⁶ Day line. ⁷ Night line cars run through between Chicago, Ill., and Minneapolis, Minn., covering Chicago, Ill., and La Crosse, Wis., R. F. O. day line. |
| 33.86 | 121,606 | 6 | 1 | 20 9 | 9 8 | 4 | 1 | 4 | |
| 180.40 | | | 1 | 20 6 | 8 5 | | | | |
| 71.10 | 44,508 | 6 | 1 | 7 7 | 7 | 1 | 1 | 1 | |
| 79.70 | 49,892 | 6 | 1 | 16 9 | 8 11 | 2 | 1 | 2 | |
| 32.05 | 20,032 | 6 | 1 | 16 4 | 8 10 | | | | |
| 34.82 | 21,797 | 6 | 1 | 8 | 6 6 | 1 | 1 | 1 | |
| 15 | 24,414 | 6 | 1 | 13 | 9 | 1 | 1 | 1 | |
| 23.71 | | | ¹ 1 | 5 | 7 | | | | ¹ Reserve car. |
| 179.67 141.70 | 469,200 | 14 | 5 | 49 1 | 9 1 | 8 | 1 | 8 | |
| 50.59 | 36,930 | 7 | 1 | 13 1 ¹ | 8 8 | 1 | 1 | 1 | |
| 28.05 | 17,528 | 6 | 1 | 4 9 | 6 5 | 1 | 1 | 1 | |
| 50.32 | ²⁵ 370 | 6 | 1 | 6 | 6 1 | | | | |
| 26.36 | 32,552 | 12 | 1 | 24 10 | 7 10 | 1 | 1 | 1 | ⁹ June 12, 1882, increase distance 10.52 miles. |
| 48.10 | 30,110 | 6 | 1 | 12 | 5 8 | 1 | 1 | 1 | |
| | | | 1 | 9 | 6 7 | | | | |
| | | | ¹⁰ 1 | 10 10 | 5 6 | | | | ¹⁰ One reserve car. |
| | | | 1 | 20 | 9 | 1 | 1 | 1 | |
| | | | | | | | | | See Sandusky and Bloomington R. P. O. |
| ¹⁷ 76.50 ¹¹ 14.66 16.33 | 79,470 | 6 | ¹ 1 | 21 | 9 4 | 2 | 1 | 2 | ¹¹ Postal clerks cover the distance from Riverside, to Iowa City, Iowa (14.66 miles), and from Thornburgh to What Cheer, Iowa (4.70 miles), four times daily, except Sunday, running from Riverside to Iowa City, Iowa, and return, and from Thornburgh to What Cheer and return on trips east and west. |
| 24.99 | 37,866 | 6 | 1 | 12 6 | 9 3 | 1 | 1 | 1 | ¹² 35.50 miles of route (Holland to Muskegon), included in Pentwater and Muskegon R. P. O. |
| ¹⁷ | | | | | | | | | |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|--------------------------------------------|--------------------------------------------------------------|
| Nashua, N. H., and Worcester, Mass. | 46.93 | 3006 | 1 | ..... | Worcester, Mass., Nashua, N. H. | Worcester and Nashua .. |
| Nashville and Chattanooga, Tenn. | 151 | 19004 | 5 | ..... | Nashville, Chattanooga, Tenn. | Nashville, Chattanooga and Saint Louis |
| Nashville and Hickman, Tenn. | 170.56 | 19007 | 5 | ..... | Nashville, Hickman, Tenn. |do |
| Newark and Shawnee, Ohio. | 43.69 | 21838 | 5 | ..... | Newark, Shawnee, Ohio.. | Baltimore and Ohio |
| New Berlin and Sidney Plains, N. Y. | 25 | 6101 | 2 | ..... | New Berlin, Sidney Point, N. Y. | New York, Ontario and Western (New Berlin Branch). |
| New Castle and North Vernon, Ind. | 70.34 | 22042 | 5 | ..... | New Castle, Rushville, Ind. | Fort Wayne, Cincinnati and Saint Louis. |
| | | 22015 | ..... | ..... | Rushville, North Vernon, Ind. | Vernon, Greensand Rush. |
| New Hartford and Farmington, Conn. | 14.30 | 5021 | 1 | ..... | Farmington, New Hartford, Conn. | New Haven and Northampton. |
| New Haven, Conn., and New York, N. Y. | 73.23 | 5005 | 1 | ..... | New York, N. Y., Springfield, Mass. | New York, New Haven and Hartford. |
| New London and New Haven, Conn. | 51.71 | 5004 | 1 | ..... | New Haven, New London, Conn. |do |
| New Orleans and Alexandria, La. | 228 | 30003 | 4 | ..... | New Orleans, Cheneyville, La. | Morgan's Louisiana and Texas Railroad and Steamship Company. |
| | | 30011 | ..... | ..... | Cheneyville, Alexandria, La. | Texas and Pacific |
| New Orleans, La., and Houston, Tex. | 352 | 30003 | 4 | 17, 18.. | New Orleans, Vermillionville, La. | Morgan's Louisiana and Texas Railroad and Steamship Company. |
| | | 30010 | ..... | ..... | Vermillionville, La., Orange, Tex. | Louisiana Western |
| | | 31012 | ..... | ..... | Orange, Houston, Tex... | Texas and New Orleans. |
| New Orleans and Port Allen, La. | 96 | 30002 | 4 | ..... | New Orleans, Port Allen, La. | New Orleans and Pacific |
| Newport, Vt., and Springfield, Mass. | 232.90 | 3067 | 1 | ..... | Springfield, Mass., South Vernon, Vt. | Connecticut River |
| | | 3062 | ..... | ..... | Miller's Falls, Mass., Brattleborough, Vt. | Central Vermont |
| | | 2005 | ..... | ..... | Brattleborough, Bellows Falls, Vt. | Vermont Valley |
| | | 2004 | ..... | ..... | Bellows Falls, Windsor, Vt. | Sullivan |
| | | 2002 | ..... | ..... | Windsor, Essex Junction, Vt. | Central Vermont |
| | | 2010 | ..... | ..... | White River Junction, Derby Line, Vt. | Connecticut and Passumpsic. |
| Newton and Arkansas City, Kansas. | 117.03 | 33011 | 7 | ..... | Newton, Arkansas City, Kans. | Atchison, Topeka and Santa F. |
| | | 33030 | ..... | ..... | Mulvane, Caldwell, Kans. |do |
| Newton and Caldwell, Kans. | ..... | ..... | 7 | ..... | ..... | ..... |
| New York, N. Y., and Chicago, Ill. | 982.26 | 6011 | 9 | 95, 96.. | New York, Buffalo, N. Y. | New York Central and Hudson River. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|---------------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| (1) | 29,378 | 6 | 1 | 15 3 | 8 10 | 1 | 1 | 1 | ¹ Covered by Portland and Worcester R. P. O. 46.93 miles. This clerk is relieved once in six weeks. See column of remarks, Boston, Clinton and Fitchburg R. P. O. |
| 151 | 110,230 | 7 | 2 | 20 | 9 | 4 | 1 | 4 | |
| 170.56 | 124,508 | 7 | 3 | 12 6 | 8 8 | 3 | 1 | 3 | |
| 43.69 | 27,249 | 6 | 2 | 8 11 | 8 | 1 | 1 | 1 | |
| 24.84 | 15,650 | 6 | 1 | 14 6 | 6 2 | 1 | 1 | 1 | |
| | | | 1 | 12 2 | 7 | | | | |
| 24.84 | ² 16,531 | 6 | (²) | ..... | ..... | 1 | 1 | 1 | ³ January 1, 1882, increase distance 19.93 miles. |
| 45.50 | (⁴) |  |  | ..... | ..... |  |  |  | ³ No car. |
| 14.30 | 17,903 | 12 | 1 | 10 | 6 | 1 | 1 | 1 | ⁴ March 22, 1882, increase distance 45.50 miles. |
| | | | | | | | | | This clerk is relieved once in 8 weeks. See column of remarks, West Winsted and Bridgeport R. P. O. |
| (⁵) | 45,841 | 6 | 1 | 15 6 | 6 6 | 1 | 1 | 1 | ⁴ Covered by Boston, Providence and New York R. P. O., 73.23 miles. This clerk is relieved once in 4 weeks. See column of remarks, Boston and Willimantic R. P. O. |
| (⁶) | 64,470 | 12 | 1 | 13 8 | 6 | 2 | 1 | 2 | ⁴ Covered by Boston, Providence and New York R. P. O., 51.71 miles. This clerk is relieved once in 4 weeks. See column of remarks, Willimantic and New Haven R. P. O. |
| | | | 1 | 13 10 | 6 7 | | | | ⁵ Distance taken from railroad time-table. |
| ⁷ 262.61 | 166,440 | 7 | 4 | 16 | 9 1 | 4 | 1 | 4 | |
| 25.39 | | | | | | | | | |
| (⁸) | 269,435 | 7 | 2 | 22 7 | 9 1 | 4 | 1 | 4 | ⁵ Distance taken from railroad time-table. One hundred and forty-two and sixty-one hundredth (142.61) miles, covered by New Orleans and Alexandria R. P. O. |
| 112.15 | ..... | ..... | 2 | 14 | 9 | | | | |
| 106.24 | | | | | | | | | |
| ⁹ 61 | 61,348 | 6 | 1 | 17 | 9 2 | 2 | 1 | 2 | ⁶ Distance taken from railroad time-table. |
| 52.94 | 145,851 | 6 | ¹⁰ 2 | 20 9 | 6 7 | 4 | 2 | 8 | ¹⁰ One of these cars is held as a reserve car. |
| (¹¹) | ..... |  | 1 | 20 10 | 6 11 | | | | ¹¹ Covered by Brattleborough and Palmer R. P. O., 10.28 miles. |
| 24.02 | ..... |  | ¹² 1 | 21 10 | 6 5 | | | | ¹² Reserve car. |
| 26.32 | | | | | | | | | |
| 14.12 | | | | | | | | | |
| 105.30 | | | | | | | | | |
| 78.64 | 73,290 | 6 | 2 | 13 3 | 9 4 | 2 | 1 | 2 | These clerks run in same car between Newton and Mulvane, when they separate, one running to Arkansas City, the other to Caldwell. See Newton and Arkansas City R. P. O. Three daily lines, New York, N. Y., to Chicago, Ill., divided into three divisions, viz, New York to Syracuse, N. Y., 289.50 miles; Syracuse, N. Y., to Cleveland Ohio, 335.50 miles, and Cleveland, Ohio, to Chicago, Ill., 357.28 miles. Four crews to each train on each division, with an average of 6½ men to each crew, and 15 short stops on each division, 11 on middle division, and 2 on west division. All trains west run over route 21007, Elyria to Millbury; two trains run west over route 21045, Toledo to Elkhart; east, two trains run over route 21045, Elkhart to Toledo; one train east runs over route 21047, Millbury to Toledo. ¹⁴ cars held in reserve. |
| 32.19 | | | | | | | | | |
| 442 | 2,030,687 | 20 | ¹²⁰ | 60 | 9 | 36 | ..... | 250 | |
| | | | | | | | | | |
| | | | | | | | | | |

TABLE A'.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedules of through mails. | Contract designation, termini of route. | Corporate title of company. |
|---------------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|--------------------------------------------------------|--------------------------------------------------|---------------------------------------------------------------|
| <i>New York, N. Y., and Chicago, Ill.—Cont'd.</i> | 382.28 | 6052 | .. | 101, 97. | Buffalo, N. Y., Chicago, Ills. | Lake Shore and Michigan Southern. |
| | | 21007 | .. | 94, 98. | Elvira, Millbury, Ohio |do..... |
| | | 21045 | .. | 100.... | Toledo, Ohio, Elkhart, Ind. |do..... |
| New York, N. Y., Dover, N. J., and Easton, Pa. | 85 | 7013 | 2 | ..... | Hoboken, N. J., Easton, Pa. | Delaware, Lackawanna and Western (Morris and Essex Division). |
| <i>New York and Dunkirk, N. Y.</i> | 4.59 | 6001 | 2 | 81, 83, 80, 82 | New York, Dunkirk, N. Y. | New York, Lake Erie and Western. |
| New York, N. Y., and Philadelphia, Pa. | 90 | 7004 | 2 | ..... | New York, N. Y., West Philadelphia, Pa. | Pennsylvania Railroad (New York Division). |
| <i>New York, N. Y., and Pittsburgh, Pa.</i> | 444 | 7004 | 2 | 65, 73.... | New York, N. Y., Philadelphia, Pa. |do..... |
| | | 8001 | .. | 66, 72.... | Philadelphia, Pittsburgh, Pa. |do..... |
| | | | | 70..... | |do..... |
| New York, N. Y., Somerville, N. J., and Easton, Pa. | 74 | 7001 | 2 | ..... | New York, N. Y., Easton, Pa. | Central Railroad of New Jersey. |
| New York, N. Y., and Squam, N. J. | 64 | 7003 | 2 | ..... | Elizabeth, Point Pleasant, N. J. | Central Railroad of New Jersey (L. B. Division). |
| | | 7001 | .. | ..... | New York, N. Y., Easton, Pa. | Central Railroad of New Jersey. |
| <i>New York, N. Y., and Washington, D. C.</i> | 232 | 7004 | 2 | 1, 3, 9.... | New York, N. Y., West Philadelphia, Pa. | Pennsylvania..... |
| | | 10001 | .. | 2, 4, 6.... | Baltimore, Md., Philadelphia, Pa. | Philadelphia, Wilmington and Baltimore. |
| | | 10013 | .. | ..... | Bay View, Md., Washington, D. C. | Baltimore and Potomac. |
| Nineveh, N. Y., and Carbondale, Pa. | 60 | 8064 | 2 | ..... | Carbondale, Susquehanna, Pa. | New York, Lake Erie and Western. |
| | | 6031 | .. | ..... | Nineveh Junction, N. Y., Jefferson Junction, Pa. | Delaware and Hudson Canal Company. |
| Norfolk and Columbus, Nebr. | 50.67 | 34012 | 6 | ..... | Columbus, Norfolk, Nebr. | Omaha, Niobrara and Black Hills. |
| Norfolk, Va., and Edenton, N. C. | 74 | 11026 | 3 | ..... | Norfolk, Va., Edenton, N. C. | Elizabeth City and Norfolk. |
| Norfolk and Lynchburg, Va. | 204 | 11011 | 3 | ..... | Petersburgh, Norfolk, Va. | Norfolk and Western.... |
| | | 11012 | 3 | ..... | Petersburgh, Lynchburg, Va. |do..... |
| Norfolk, Va., and Raleigh, N. C. | 177 | 11015 | 3 | ..... | Portsmouth, Va., Weldon, N. C. | Seaboard and Roanoke... |
| | | 13001 | 3 | ..... | Raleigh, Weldon, N. C. | Raleigh and Gaston..... |
| North Adams and Pittsfield, Mass. | 21.18 | 3029 | 1 | ..... | Pittsfield, North Adams, Mass. | Boston and Albany..... |
| North Anson and Lewiston, Me. | 25.77 | 18 | 1 | ..... | West Waterville, North Anson, Me. | Somerset..... |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|----------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | | |
| 540.28 | | | 16 | 50 | 9 | | | | | ¹² held in reserve. |
| 74.98 | | | 4 | 49 5 | 9 | | | | | |
| 133.60 | | | ²¹ 45 | 10 | 9 | | | | | ²¹ Held in reserve. |
| | | | ²¹ 41 | 4 | 9 | | | | | |
| 84.24 | 92,022 | 10 | ²² 12 | 8 10 | 2 | 1 | 2 | | | ²¹ reserve car. |
| | | | 1 | 12 9 | 8 11 | ⁴¹ 1 | 1 | | | ⁴ New York and Hackettstown, N. J., R. P. O. |
| | | | 1 | 11 5 | 8 10 | | | | | |
| 459 | 542,276 | 11½ | ² 5 | 49 5 | 9 5 | ⁴ 2 | ²⁸ 2 | | | ⁴ Day line, New York and Hornellsville. |
| | | | ² 50 | 9 | 9 | ⁴ 3 | ²⁸ 3 | | | ⁶ Short stop between Susquehanna and Hornellsville; short stop between Hornellsville and Salamanca. |
| | | | | | | ⁴ 2 | ²⁸ 2 | | | ⁷¹ reserve car. |
| | | | | | | | | | | ² Night line, New York and Hornellsville. |
| | | | | | | | | | | ² Hornellsville and Dunkirk Line. |
| ¹⁹⁰ | (¹¹) | 12 | ¹¹¹ 13 | 8 | 6 6 | ¹⁵² 1 | 2 | | | ¹⁰¹ reserve car. |
| | | 12 | 1 | 15 3 | 8 7½ | | | | | ¹¹ Route covered by New York and Washington R. P. O. |
| | 112,680 | | 1 | 15 | 8 4 | | | | | ¹² These clerks actually belong to the New York and Pittsburgh R. P. O., but service stated separately for convenient reference. |
| (¹³) | 884,418 | 17½ | ¹⁴¹² 60 | | 8 7½ | ¹⁴⁵ 7 | ¹⁶⁹² 7 | | | ¹²⁰⁰ miles covered by New York and Washington R. P. O. |
| 353.60 | | | ¹⁷³ 40 | | 8 7½ | ¹⁵¹ 8 | | | | ¹⁴ Cars furnished by Pennsylvania Railroad only stated. |
| | | | | | | 6 | 7 | | | ¹⁵ Storage cars. |
| | | | | | | | | | | ¹⁶ Run between New York and Harrisburgh daily. |
| | | | | | | | | | | ¹⁷⁴ short stops between New York and Harrisburgh; 2 register clerks between New York and Pittsburgh, and 1 clerk between Altoona and Philadelphia. |
| 74 | 92,648 | 12 | 2 | 13 | 7 | 8 | 1 | 3 | | |
| 53.75 | 80,128 | 12 | ¹⁸¹ 12 | 6 | 7 | 2 | 2 | 4 | | ^{1810.25} miles covered by New York, Somerville and Eastern R. P. O. |
| (¹⁹) | | | 2 | 14 | 7 | | | | | ¹⁹¹ reserve car. |
| 90 | 465,856 | 19½ | 4 | 60 | 8 7½ | ²⁰⁴ 2 | ²⁴⁰ 2 | | | ²⁰ Day line. ²¹ Night line. ²² Fast mail. |
| 96 | | | 2 | 58 7 | 8 7½ | ²¹⁴ 4 | | | | ²² short stops. New York and Havre de Grace and return, on day line. They run alternately 7 days. |
| 46 | | | 1 | 59 11 | 8 7½ | ²²⁴ 3 | | | | ²² short stops, New York to Philadelphia daily, except Sundays on fast mail. |
| 35.25 | 37,560 | 6 | 1 | 6 9 | 6 2 | 1 | 1 | 1 | | |
| 21 | | | 1 | 9 | 6 6 | | | | | |
| 50.67 | 31,719 | 6 | 1 | 13 | 9 | 1 | 1 | 1 | | |
| 74 | 46,324 | 6 | 2 | 12 | 7 | 2 | 1 | 2 | | |
| 81 | | | | | | | | | | |
| 123 | 148,920 | 7 | 4 | 20 | 10 | 4 | 1 | 4 | | |
| 80 | | | 2 | 11 6 | 9 | | | | | |
| 97 | 110,802 | 6 | 2 | 10 6 | 9 | 3 | 1 | 3 | | |
| 21.18 | 28,517 | 12 | 1 | 9 8 | 6 3 | 1 | 1 | 1 | | |
| 25.77 | 16,132 | 6 | 1 | 12 6 | 6 6 | 1 | 1 | ²⁰² | | ²⁰¹ relief clerk; also relieves Portland and Gorham and Bath and Lewiston clerks. This clerk runs from West Waterville to Lewiston, Me., on the same train as Skowhegan and Portland clerk, as an assistant. |

TABLE A'.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|---------------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|---------------------------------------------|---------------------------------------------------------------------------|
| North Conway and Portsmouth, N. H. | 81.59 | 1014 | 1 | ..... | Conway Junction (n.o.), North Conway, N. H. | Eastern..... |
| | | 3001 | .. | ..... | Boston, Mass., Portland, Me. |do..... |
| North Creek and Saratoga, N. Y. | 58 | 6095 | 2 | ..... | Saratoga Springs, North Creek, N. Y. | Adirondack..... |
| Northville and Fonda, N. Y. | 27 | 6081 | 2 | ..... | Fonda, Northville, N. Y. | Fonda, Johnstown and Gloversville. |
| Norwich and Middletown, N. Y. | 150 | 6048 | 2 | ..... | Oswego, Middletown, N. Y. | New York, Ontario and Western. |
| Oakland City, Ind., and Mount Vernon, Ill. | 89.44 | 22023 | 5 | ..... | Oakland City, Ind., Mt. Vernon, Ill. | Louisville, Evansville, and Saint Louis. |
| Ocean City and Salisbury, Md. | 31 | 10009 | 2 | ..... | Salisbury, Ocean City, Md. | Wicomico and Pocomoke. |
| Ogden and Salt Lake, Utah. | 36.50 | 41001 | 8 | 134, 147. | Ogden, Frisco..... | Utah Central..... |
| <i>Ogden and San Francisco, Cal.</i> | 833.35 | 46001 | 8 | 147, 134. | Ogden, San Francisco.... | Central Pacific..... |
| Ogdensburg and Rome, N. Y. | 142 | 6036 | 2 | ..... | Rome, Ogdensburg, N. Y. | Rome, Watertown, and Ogdensburg. |
| Ogdensburg and Utica, N. Y. | 153 | 6087 | 2 | ..... | Utica, Watertown, N. Y. | Utica and Black River... |
| | | 6088 | .. | ..... | Carthage, Ogdensburg, N. Y. |do..... |
| Oil City, Pa., and Ashtabula, Ohio. | 87.56 | 8045 | 9 | ..... | Oil City, Pa., Ashtabula, Ohio. | Lake Shore and Michigan Southern. |
| Oil City and Pittsburgh, Pa. | 132 | 8041 | 2 | ..... | Pittsburgh, Oil City, Pa. | Allegheny Valley..... |
| <i>Omaha, Nebr., and Denver, Colo.</i> | 571.05 | 34001 | 6 | 149, 126. | Council Bluffs, Iowa, Ogden City, Utah. | Union Pacific..... |
| | | 38017 | .. | ..... | Julesburg, La Salle Station, Colo. |do..... |
| | | 38007 | .. | ..... | Denver, Colo., Cheyenne, Wyo. |do..... |
| <i>Omaha and Hastings, Nebr.</i> | 164.96 | 34004 | 6 | ..... | Omaha, Oreopolis Junction., Nebr. | Burlington and Missouri River in Nebraska. |
| | | 34002 | .. | ..... | Plattsmouth, Kearney, Nebr. |do..... |
| <i>Omaha, Nebr., and Ogden, Utah.</i> | 1035.20 | 34001 | 6 | 147, 134. | Council Bluffs, Iowa, Ogden City, Utah. | Union Pacific..... |
| Oshkosh and Milwaukee, Wis. | 105.04 | 25408 | 6 | ..... | Oshkosh, Ripon, Wis. | Chicago, Milwaukee and Saint Paul. |
| | | 25003 | .. | ..... | Milwaukee, Berlin, Wis. | do..... |
| Oswego and Norwich, N. Y. | 100 | 6048 | 2 | ..... | Oswego, Middletown, N. Y. | New York, Ontario and Western. |
| Oswego and Syracuse, N. Y. | 35 | 6064 | 2 | ..... | Syracuse, Oswego, N. Y. | Delaware, Lackawanna and Western Railroad (Oswego and Syracuse Division). |
| Ottumwa, Iowa, and Moberly, Mo. | 130.81 | 28007 | 7 | ..... | Moberly, Mo., Ottumwa, Iowa. | Wabash, Saint Louis and Pacific. |
| Owensborough and Bevier, Ky. | 39 | 20014 | 5 | ..... | Owensborough, Bevier, Ky. | Owensborough and Nashville. |
| Paducah and Dyersburgh, Ky. | 91.34 | 20009 | 5 | ..... | Paducah, Dyersburgh, Ky. | Chesapeake, Ohio and Southwestern. |
| Painesville and Youngstown, Ohio. | 61.69 | 21046 | 5 | ..... | Painesville, Youngstown, Ohio. | Painesville and Youngstown. |
| Palestine and Laredo, Tex. | 419 | 31007 | 7 | 127..... | Palestine, Laredo, Tex. | International and Great Northern. |
| Palestine and San Antonio, Tex. | ..... | ..... | 7 | ..... | ..... | ..... |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crews. | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|----------------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 71.09 | 51,075 | 6 | 1 | 19 7 | 8 11 | 3 | 1 | 3 | ¹ Covered by Bangor and Boston R. P. O., 10.50 miles. |
| (¹) | | | 1 | 19 6 | 8 8 | | | | ² Reserve car. Part of a car. These cars are also used by the Bangor and Boston R. P. O. short run. (See column of remarks of that R. P. O.) |
| 57.96 | 36,308 | 6 | 1 | 13 5 | 5 7 | 1 | 1 | 1 | |
| 26.92 | 33,804 | 12 | 1 | 8 | 6 | 1 | 1 | 1 | ³ 1 reserve car. |
| | | | ² 1 | 9 7 | 7 7 | | | | |
| 149.70 | 93,900 | 6 | 3 | 13 9 | 8 7 | 3 | 1 | 3 | ⁴ 2 reserve cars. |
| | | | ³ 1 | 12 6 | 7 3 | | | | ⁵ 1 reserve car. |
| 89.44 | ² 31,795 | 6 | 1 | 10 9 | 7 6 | 2 | 1 | 2 | ⁶ April 24, 1882, increase distance 47.44 miles. |
| | | | ⁴ 1 | 18 10 | 7 3 | | | | |
| 31.02 | 19,406 | 6 | 1 | 9 1 | 8 7 | 1 | 1 | 1 | |
| 36.50 | 53,290 | 14 | 2 | 14 2 | 8 8 | 1 | 1 | 1 | |
| 833.35 | 673,891 | 7 | 7 | 55 13 | 9 53 | 10 | 3 | 32 | ⁷ Short run, Sacramento, Benicia, and San Francisco, 89.79 miles. |
| 142 | 88,892 | 6 | 1 | 17 | 9 | 2 | 1 | 3 | |
| | | | ⁵ 1 | 24 6 | 7 2 | 3 | 1 | 3 | ⁸ One reserve car. |
| 92.22 | 95,778 | 10 | 2 | 22 10 | 6 9 | 3 | 1 | 3 | ⁹ One reserve car. |
| 61.25 | | | ⁶ 1 | 18 | 7 | | | | |
| | | | ⁷ 1 | 16 | 6 | | | | |
| 87.56 | 54,812 | 6 | 1 | 18 | 8 6 | 2 | 1 | 2 | |
| 132.60 | 82,632 | 6 | 1 | 18 | 8 4 | 2 | 1 | ¹⁰ 3 | ¹⁰ One short stop between Pittsburgh and Riemerton. |
| (¹¹) | 416,886 | 7 | 5 | 50 9 | 9 3 | 6 | 2 | 12 | ¹¹ Distance (373.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O. |
| 150.80 | | | | | | | | | ¹² Distance (46.85 miles) covered by Cheyenne, Wyo., Brighton and Denver, Colo., Railroad. |
| (¹²) | | | | | | | | | |
| 17.76 | 103,264 | 6 | ¹³ 3 | 45 | 9 2 | 3 | 2 | 6 | ¹³ One car in reserve. |
| 147.20 | | | | | | | | | |
| 1,035.20 | 755,696 | 7 | 9 | 60 | 9 | ¹⁴ 3 | 8 | 25 | ¹⁴ Between Omaha and Kearney, Nebr. |
| 20.95 | 65,755 | 6 | 1 | 20 01 | 9 4 | ¹⁵ 13 | 1 | 2 | ¹⁵ Between Omaha, Nebr., and Ogden, Utah. |
| 84.09 | | | ¹⁶ 1 | 12 1 | 7 3 | | | | ¹⁶ Reserve. |
| 100.50 | 62,600 | 6 | (¹⁷) | | | 2 | 1 | 2 | ¹⁷ Same cars as are used on the Norwich and Middletown R. P. O. |
| 23.50 | 21,910 | 6 | 1 | 15 7 | 7 6 | 1 | 1 | 1 | |
| 136.81 | 95,491 | 7 | 1 | 21 71 | 9 4 | 2 | 1 | 2 | |
| 39 | 22,422 | 6 | 1 | 13 | 7 | 1 | 1 | 1 | April 17, 1882, increase distance 4 miles. |
| 91.34 | ¹⁸ 54,513 | 6 | 1 | 10 | 8 9 | 2 | 1 | 2 | ¹⁸ January 10, 1882, increase distance 16.87 mi. a. |
| 61.00 | 38,617 | 6 | 1 | 12 | 6 | 1 | 1 | 1 | |
| 419 | 305,870 | 7 | 4 | 22 3 | 9 | 7 | 1 | 7 | |
| | | | 1 | 18 | 8 111 | | | | |
| | | | 1 | 23 9 | 9 | | | | |
| | | | 1 | 7 8 | 6 10 | | | | |
| | | | ¹⁹ 2 | 7 8 | 6 10 | | | | ¹⁹ Reserve cars. |
| | | | | | | | | | See Palestine and Laredo, R. P. O. |

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| Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|---------------------------------------------------------------------------------------------------------|------------------------|------------------|--------------|-------------------------------------------------------|-----------------------------------------|----------------------------------------------------------------------|
| Palmer, Mass., and New London, Conn. | 65.47 | 5009 | 1 | ..... | New London, Conn., Palmer, Mass. | New London Northern.. |
| Penn Haven and Mount Carmel, Pa. | 46 | 8011 | 2 | ..... | Penn Haven Junction, Mount Carmel, Pa. | Lehigh Valley Railroad (Mahanoy Division). |
| Pentwater and Muskegon, Mich. | 60 | 24021 | 9 | ..... | New Buffalo, Pentwater, Mich. | Chicago and West Michigan. |
| Peoria, Ill., and Evansville, Ind. | 250.53 | 23024 | 6 | ..... | Peoria, Ill., Evansville, Ind. | Peoria, Decatur and Evansville. |
| Peoria and Galesburgh, Ill. | 54.85 | 23009 | 6 | ..... | Peoria, Galesburgh, Ill... | Chicago, Burlington and Quincy. |
| Peoria and Jacksonville, Ill. | 84.24 | 23038 | 6 | ..... | Peoria, Jacksonville, Ill.. | Wabash, Saint Louis and Pacific. |
| Peterborough, N. H., and Worcester, Mass. | 54.54 | 3058 | 1 | ..... | Winchendon, Mass., Peterborough, N. H. | Cheshire |
| | | 3057 | ..... | ..... | Worcester, Winchendon, Mass. | Boston, Barre and Gardner. |
| Petoskey and Grand Rapids, Mich. | 190 | 24018 | 9 | ..... | Fort Wayne, Ind., Walton, Mich. | Grand Rapids and Indiana. |
| | | 24019 | ..... | ..... | Walton, Petoskey, Mich. |do |
| Phalanx Station and Alliance, Ohio. | 25.17 | 21067 | 5 | ..... | Phalanx Station, Alliance, Ohio. | Alliance and Lake Erie.. |
| Philadelphia, Pa., and Atlantic City, N. J. | 60 | 7015 | 2 | ..... | Philadelphia, Pa., Atlantic City, N. J. | Camden and Atlantic.... |
| Philadelphia, Pa., and Baltimore, Md. | 96 | 10001 | 2 | 1 | Baltimore, Md., Philadelphia, Pa. | Philadelphia, Wilmington and Baltimore. |
| Philadelphia, Pa., and Bridgeton, N. J. | 39 | 7051 | 2 | ..... | Glassborough, Bridgeton, N. J. | West Jersey |
| Philadelphia, Pa., and Cape May, N. J. | 82 | 7041 | 2 | ..... | Camden, Cape May, N. J. |do |
| | | 7041 | ..... | ..... | .....do |do |
| Philadelphia, Pa., and Crisfield, Md. | 161 | 9501 | 2 | ..... | Wilmington, Delmar, Del. | Philadelphia, Wilmington and Baltimore Railroad (Delaware Division). |
| | | 9502 | ..... | ..... | Delmar, Del., Crisfield, Md. | Eastern Shore |
| | | 10001 | ..... | ..... | Baltimore, Md., Philadelphia, Pa. | Philadelphia, Wilmington and Baltimore. |
| Philadelphia and Harrisburgh, Pa. | 105 | 8001 | 2 | 65 | Philadelphia, Pittsburgh, Pa. | Pennsylvania |
| Philadelphia, Pa., and Port Deposit, Md. | 68 | 8008 | 2 | ..... | Chester, Pa., Port Deposit, Md. | Philadelphia, Wilmington and Baltimore Railroad (Central Division). |
| | | 8003 | ..... | ..... | Philadelphia, West Chester, Pa. |do |
| Philadelphia and West Chester, Pa. | 27 | 8003 | 2 | ..... | .....do |do |
| | | 8008 | ..... | ..... | Chester, Pa., Port Deposit, Md. |do |
| Pierce City, Mo., and Fayetteville, Ark. | 75.89 | 28039 | 7 | ..... | Pierce City, Mo., Winslow, Ark. | Saint Louis and San Francisco. |
| Pierce City, Mo., and Venita, Ind. Ter. | 73.50 | 28003 | 7 | ..... | Saint Louis, Mo., Vinita, Ind. Ter. |do |
| Pittsburgh, Pa., and Bellaire, Ohio. | 94.68 | 21003 | 5 | ..... | Pittsburgh, Pa., Bellaire, Ohio. | Pennsylvania |
| Pittsburgh, Pa., and Chicago, Ill. | 468.20 | 21002 | 5 60, 73, 68 | ..... | Pittsburgh, Pa., Chicago, Ill. | Pittsburgh, Fort Wayne and Chicago. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 65.47 | 40,984 | 6 | 1 | 10 8 | 6 6 | 1 | 1 | 1 | ¹ Reserve car. This clerk is relieved once in 4 weeks. (See column of remarks Boston, and Willimantic R. P. O.) |
| 46 | 28,796 | 6 | 1 | 10 6 | 6 6 | 1 | 1 | 1 | |
| 168.70 | 37,560 | 6 | 1 | 12 9 10 | 5 8 | 2 | 1 | 2 | One clerk alternates on Big Rapids and Muskegon route. |
| 250.53 | 158,831 | 6 | 3 | 19 8 | 9 2 | 4 | 1 | 4 | |
| 54.85 | 24,336 | 6 | 1 | 19 4 | 8 11½ | 1 | 1 | 1 | |
| 84.24 | 52,734 | 6 | 1 | 13 6 | 9 5½ | 2 | 1 | 2 | |
| 16.62 | 34,142 | 6 | 1 | 9 | 6 3 | 1 | 1 | 1 | |
| 37.92 | | | 1 | 8 | 6 6 | | | | |
| (7) | 118,940 | 6 | 2 | 16 9 | 9 | 4 | 1 | 4 | ² 118.19 miles of route (Grand Rapids to Walton, Mich.) included in Kalamazoo and Cincinnati R. P. O., 5th division. |
| 71.81 | | | | | | | | | |
| 25.17 | 15,756 | 6 | 1 | 9 4 | 5 4 | 1 | 1 | 1 | |
| 60 | 37,560 | 6 | 1 | 19 | 6 8 | 1 | 1 | 1 | |
| 96 | 60,096 | 6 | ² 2 | 23 10 | 8 6 | 2 | 1 | 2 | ³ 1 reserve car. |
| 20.37 | 23,162 | 6 | 1 | 24 9 9 | 8 6 | 2 | 1 | 2 | |
| (4) | | | | | | | | | |
| 82.02 | 51,332 | 6 | 1 | 9 2 | 8 2 | 2 | 1 | 2 | ⁴ Covered by Philadelphia and Cape May R. P. O. |
| | | | ⁵ 1 | 11 | 8 4 | | | | ⁵ 4 reserve cars. |
| | | | ⁵ 1 | 9 3 | 6 2 | | | | |
| | | | ⁵ 1 | 10 9 | 6 2 | | | | |
| | | | ⁵ 1 | 8 | 6 2 | | | | |
| 97.02 | 148,988 | 9 | 1 | 25 | 8 | 3 | 1 | ⁶ 5 | ⁶ 1 short stop between Philadelphia and Townsend, Del. |
| 38 | | | 1 | 22 6 | 8 4 | ⁷ 1 | 1 | | ⁷ Short run between Philadelphia and Wyoming, 77 miles. |
| (9) | | | ⁸ 1 | 22 6 | 6 10 | | | | ⁸ 26.08 miles covered by the New York and Washington R. P. O. |
| (10) | 98,595 | 9 | 2 | 15 10 | 9 5 | 2 | 1 | 4 | ⁹ 1 reserve car. |
| | | | 1 | 15 2 | 8 8 | ¹¹ 1 | 2 | | ¹⁰ Covered by the New York and Pittsburgh R. P. O. |
| | | | | | | | | | ¹¹ Clerk runs from Philadelphia to Harrisburgh only. |
| 48.77 | 85,136 | 12 | 1 | 8 8 | 3 4 | 2 | 1 | 2 | |
| 18.13 | | | 1 | 8 10 | 6 6 | | | | |
| 9.35 | 33,804 | 12 | 1 | 9 | 7 | 1 | 1 | 1 | |
| (12) | | | | | | | | | ¹² 18.13 miles covered by Philadelphia and Port Deposit R. P. O. |
| 75.89 | 55,399 | 7 | 1 | 23 6 | 7 4 | 1 | 1 | 1 | No agent over remaining 22.11 miles. |
| 77.50 | 53,655 | 7 | 1 | 20 6 | 7 1 | 1 | 1 | 1 | Balance miles of route shown in Saint Louis, Mo., and Halstead, Kans., R. P. O. |
| 94.68 | 50,269 | 6 | 1 | 19 8 | 8 9 | 2 | 1 | 2 | |
| 468.20 | 341,786 | 7 | 5 | ¹³ 50 | 8 4 | ¹⁴ 4 | 3 | 20 | ¹³ Department pays \$25 per mile per annum for R. P. O. cars on this route. |
| | | | | | | ¹⁴ 4 | 2 | | ¹⁴ West division, 4 crews, 3 clerks to crew. |
| | | | | | | | | | ¹⁵ East division, 4 crews, 2 clerks to crew. |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|-------------------------------------------|------------------------------------------------------------------------|
| <i>Pittsburgh, Pa., and Cincinnati, Ohio.</i> | 314.02 | 21032 | 5 | 67, 69... | Pittsburgh, Pa., Columbus, Ohio. | Pittsburgh, Cincinnati and Saint Louis. |
| | | 21014 | .. | 71, 73, 64, 68. | Columbus, Ohio, Cincinnati, Ohio. |do |
| Pittsburgh, Pa., and Crestline, Ohio. | 188.70 | 21002 | 5 | ..... | Pittsburgh, Pa., Chicago, Ill. | Pittsburgh, Fort Wayne and Chicago. |
| Pittsburgh and Fairchance, Pa. | 75 | 8104 | 2 | ..... | Southwest Junction, Fairchance, Pa. | Southwest Pennsylvania. |
| | | 8001 | .. | ..... | Philadelphia, Pittsburgh, Pa. | Pennsylvania |
| <i>Pittsburgh, Pa., and Saint Louis, Mo.</i> | 624.01 | 21032 | 5 | 60, 71... | Pittsburgh, Pa., Columbus, Ohio. | Pittsburgh, Cincinnati and Saint Louis. |
| | | 21015 | .. | 64, 68... | Columbus, Ohio, Indianapolis, Ind. |do |
| | | 22002 | .. | ..... | Indianapolis, Terre Haute, Ind., | Terre Haute and Indianapolis. |
| | | 22044 | .. | ..... | Terre Haute, Ind., East Saint Louis, Ill. | Saint Louis, Vandalia and Terre Haute. |
| Pittsburgh and Washington, Pa. | 31 | 8055 | 2 | ..... | Pittsburgh, Washington, Pa. | Pittsburgh, Cincinnati and Saint Louis, Railroad (Chartiers Division). |
| | | 21032 | .. | ..... | Columbus, Ohio, Pittsburgh, Pa. | Pittsburgh, Cincinnati and Saint Louis. |
| Pittsburgh and West Brownsville, Pa. | 54 | 8081 | 2 | ..... | Pittsburgh, West Brownsville, Pa. | Pennsylvania Railroad (Pittsburgh, Virginia and Charlestown Division). |
| Pittsburgh and Wurttemburgh, Pa. | 47 | 8125 | 2 | ..... | Allegheny, Wurttemburgh, Pa. | Pittsburgh and Western Railroad (Pittsburgh Division). |
| Pittsfield, Mass., and Bridgeport, Conn. | 110.55 | 5012 | 1 | ..... | Bridgeport, Conn., Pittsfield, Mass. | Housatonic |
| Pittsfield, N. H., and Lawrence, Mass. | 56.41 | 1004 | 1 | ..... | Hooksett, Pittsfield, N. H. | Concord |
| | | 1001 | .. | ..... | Concord, Nashua, N. H. |do |
| | | 3063 | .. | ..... | Lawrence, Mass., Manchester, N. H. | Manchester and Lawrence. |
| Pleasant Hill and Carthage, Mo. | 111.46 | 28040 | 7 | ..... | Pleasant Hill, Carthage, Mo. | Lexington and Southern Division Missouri Pacific. |
| Pleasant Hill, Mo., and Cedar Junction, Kans. | 46.75 | 28016 | 7 | ..... | Pleasant Hill, Mo., Cedar Junction, Kans. | Atchison, Topeka and Santa Fé. |
| Plymouth and Concord, N. H. | 51.34 | 1005 | 1 | ..... | Concord, N. H., Wells River, Vt. | Boston, Concord and Montreal. |
| Pollock and Butler, Pa. | 27 | 8086 | 2 | ..... | Pollock, Butler, Pa. | Pittsburgh and Western Railroad (Parker Division). |
| Portage and Madison, Wis. | 40.73 | 25023 | 6 | ..... | Madison, Portage, Wis. | Chicago, Milwaukee and Saint Paul. |
| Port Huron, Mich., and Chicago, Ill. | 333 | 24039 | 9 | ..... | Port Huron, Mich., Chicago, Ill. | Chicago and Grand Trunk |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| (1) | 458,469 | 14 | 4 | 60 | 8 4 | *4 | 4 | 28 | ¹ Covered by Pittsburgh and Saint Louis R. P. O. 193.86 miles. |
| (2) | | | | | | 4 | 3 | | ² Day line, 4 crews, 4 clerks to crew; night line, 4 crews, 3 clerks to crew. |
| (4) | *8,680 | 6 | 2 | 20 | 8 6 | 4 | 1 | 4 | ³ Covered by Columbus and Cincinnati R. P. O. 120.16 miles. |
| 44.26 | 46,950 | 6 | 1 | 12 | 8 6 | 1 | 1 | 1 | ⁴ Covered by Pittsburgh and Chicago R. P. O. 188.70 miles. |
| (6) | | | | | | | | | ⁵ Established June 5, 1882. |
| 193.86 | 911,054 | 14 | *13 | 60 | 8 4 | *8 | 4 | *74 | ⁶ Covered by the New York and Pittsburgh R. P. O. |
| 189.07 | | | | | | *5 | 3 | | ⁷ 8 letter and 5 storage cars. |
| 74.39 | | | | | | *5 | 4 | | ⁸ West division day line, 4 crews, 4 clerks to crew; west division night line, 4 crews, 4 clerks to crew; east division day line, 5 crews, 3 clerks to crew; east division night line, 5 crews, 4 clerks to crew. |
| 166.69 | | | | | | | | | ⁹ 2 porters running between Pittsburgh and Columbus; 1 porter running between Pittsburgh and Dennison; 2 porters running between Newark and Columbus; 2 porters running between Cambridge City, Ind., and Brazil, Ind. |
| 23.71 | 38,812 | 12 | 1 | 15 10 | 6 10 | 1 | 1 | 1 | |
| (10) | | | 1 | 12 | 8 5 | | | | |
| 54.36 | 33,804 | 6 | 2 | 15 | 8 8 | 1 | 1 | 1 | ¹⁰ 8 miles covered by Pittsburgh and Saint Louis R. P. O., 5th division. |
| 47.10 | 29,422 | 6 | 1 | 7 2 | 7 2 | 1 | 1 | 1 | |
| 110.55 | 138,408 | 12 | 3 | 16 | 6 7 | 2 | 1 | 115 | ¹¹ 2 clerks double the road every day, and have every other week off; the other 3 clerks run one way a day. |
| 20.35 | 35,312 | 6 | 1 | 10 | 6 10 | 1 | 1 | 182 | ¹² Reserve cars. |
| (14) | | | 1 | 7 | 4 6 | | | | ¹³ One clerk as a relief; also relieves Concord and Claremont, Plymouth and Concord, Portsmouth and Manchester, and Manchester and Peterborough clerks. |
| (15) | | | 161 | 10 2 | 6 6 | | | | ¹⁴ Covered by Saint Albans and Boston R. P. O. 9 miles. |
| 111.46 | 81,365 | 7 | 1 | 13 | 8 6 | 2 | 1 | 2 | ¹⁵ Covered by Lawrence and Boston R. P. O. 27.06 miles. |
| 46.75 | 29,265 | 6 | 1 | 10 | 8 | 1 | 1 | 1 | ¹⁶ Reserve car. |
| (17) | 32,138 | 6 | 1 | 10 | 6 9 | 1 | 1 | 1 | ¹⁷ Covered by Lawrence and Boston R. P. O. 51.34 miles. |
| 27 | 33,804 | 12 | 1 | 9 | 4 6 | 1 | 1 | 1 | ¹⁸ Reserve car. This clerk is relieved once in six weeks. (See column of remarks.) |
| 40.73 | 25,496 | 6 | 1 | 13 2 | 7 4 | 1 | 1 | 1 | Pittsfield and Lawrence R. P. O. |
| 233 | 208,458 | 6 | 2 | 20 | 7 6 | 6 | 1 | 6 | Clerks divide on Battle Creek, Mich.; 3 clerks to each division. |

TABLE A¹.—Statement of railway post-offices in operation

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|---------------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|---------------------------------------------|----------------------------------------------------------|
| Port Huron and Detroit, Mich. | 64.85 | 24028 | 9 | | Detroit, Port Huron, Mich. | Grand Trunk |
| Port Jefferson and Hicksville, N. Y. | 36 | 6046 | 2 | ..... | Hicksville, Port Jefferson, N. Y. | Long Island |
| Port Jervis and New York, N. Y. | 87 | 6001 | 2 | ..... | New York, Dunkirk, N. Y. | New York, Lake Erie and Western. |
| <i>Portland, Me., and Boston, Mass.</i> | 116.33 | 3011 | 1 | 1, 8. | Boston, Mass., Portland, Me. | Boston and Maine |
| Portland and Fryeburgh, Me. | 49 | 10 | 1 | ..... | Portland, Me., South Lunenburg, Vt. | Portland and Ogdensburg. |
| Portland, Me., and Gorham, N. H. | 91.87 | 7 | 1 | ..... | Portland, Me., Canada Line. | Grand Trunk |
| Portland, Me., and Island Pond, Vt. | 149.71 | 7 | 1 | ..... | do | do |
| Portland, Me., and Rochester, N. H. | 55 | 8 | 1 | ..... | Portland, Me., Rochester, N. H. | Portland and Rochester. |
| Portland, Me., and Swanton, Vt. | 232 | 10 | 1 | ..... | Portland, Me., South Lunenburg, Vt. | Portland and Ogdensburg. |
| | | 2011 | | | Lunenburg Junction, Swanton, Vt. | Saint Johnsbury and Lake Champlain. |
| Portland, Me., and Worcester, Mass. | 150.76 | 8066 | 1 | ..... | Worcester, Mass., Portland, Me. | Worcester and Nashua .. |
| | | 1012 | | | Nashua, Rochester, N. H. | do |
| | | 8 | | | Portland, Me., Rochester, N. H. | Portland and Rochester. |
| Portland and Corvallis, Oreg. | 97 | 44002 | 8 | ..... | Portland, Corvallis | Oregon and California .. |
| Portland and Roseburgh, Oreg. | 200 | 44001 | 8 | ..... | Portland, Roseburgh | do |
| Portsmouth and Manchester, N. H. | 41.40 | 1002 | 1 | ..... | Concord, Portsmouth, N. H. | Concord |
| Postville and Cedar Rapids, Iowa. | 99.80 | 27002 | 6 | ..... | Cedar Rapids, Postville, Iowa. | Burlington, Cedar Rapids and Northern. |
| Pottsville and Philadelphia, Pa. | 93 | 8002 | 2 | ..... | Philadelphia, Pottsville, Pa. | Philadelphia and Reading. |
| Pottsville, Tamaqua, and Herndon, Pa. | 81 | 8013 | 2 | ..... | Pottsville, Herndon, Pa. | Philadelphia and Reading. (Mahanoy and Shamokin Branch.) |
| Powers and Florence, Mich. | 42.39 | 24032 | 6 | ..... | Powers, Crystal Falls, Mich. | Chicago and Northwestern. |
| Providence, R. I., and New London, Conn. | 62.10 | 4002 | 1 | ..... | Providence, R. I., Groton, Conn. | New York, Providence and Boston. |
| Providence and Pascoag, R. I. | 23.15 | 4006 | 1 | ..... | Providence, Pascoag, R. I. | Providence and Springfield. |
| Providence, R. I., and Willimantic, Conn. | 58.50 | 5007 | 1 | ..... | Hopewell Junction, N. Y., Providence, R. I. | New York and New England. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 64.85 | 40,596 | 6 | 1 | 23 | 5 8 | 2 | 1 | 2 | Held in reserve. One clerk alternates on Detroit and Toledo route. |
| 36.50 | 22,536 | 9 | 1 | 15 | 7 6 | 1 | 1 | 1 | |
| | | | 1 | 12 | 5 10 | | | | |
| 87 | 54,462 | 6 | 1 | 15 3 | 8 4 | | | | |
| | | | 1 | 18 6 | 6 10 | 1 | 1 | 1 | |
| 116.33 | 145,645 | 12 | 1 | 25 4 | 9 | 2 | 2 | 10 | On the a. m. run from Boston there are 3 clerks to a crew; on the a. m. run from Portland there are 2 clerks to a crew. |
| | | | 2 | 25 | 8 6 | 2 | 3 | | |
| (4) | 30,674 | 6 | 1 | 18 | 6 7 | 1 | 1 | 1 | |
| (5) | 57,510 | 6 | 2 | 17 6 | 6 6 | 1 | 1 | 1 | One of these cars is a reserve car. |
| | | | 1 | 20 | 6 6 | | | | Covered by Portland and Swanton R. P. O.; 49 miles. |
| | | | 1 | 15 3 | 9 | | | | Covered by Portland and Island Pond R. P. O.; 91.87 miles. |
| | | | 1 | 15 3 | 9 | | | | Reserve car. This clerk is relieved once in 4 weeks. (See column of remarks North Anson and Lewiston R. P. O.) |
| 149.71 | 93,718 | 6 | 1 | 19 6 | 6 6 | 4 | 1 | 4 | Reserve car. |
| | | | 1 | 17 6 | 6 6 | | | | |
| | | | 1 | 20 | 6 6 | | | | |
| (7) | 17,215 | 3 | 1 | 15 | 9 | 1 | 1 | 1 | Covered by Portland and Worcester R. P. O.; 55 miles. |
| | | | 1 | 15 3 | 9 | | | | This clerk runs from Rochester to Portland with the Portland and Worcester clerk, as an assistant. (See column of remarks Portland and Worcester R. P. O.) |
| 114 | 145,232 | 6 | 2 | 18 6 | 6 7 | 4 | 1 | 4 | Reserve car. |
| 118 | | | 1 | 9 10 | 6 9 | | | | |
| 44.93 | 94,375 | 6 | 1 | 16 | 9 | 3 | 2 | 6 | |
| 48.83 | | | 1 | 18 | 7 | | | | The Portland and Rochester clerk runs from Rochester to Portland with this clerk as an assistant. |
| 55 | | | | | | | | | |
| 97 | 60,722 | 6 | 3 | 10 | 8 10 | 2 | 1 | 2 | One of the clerks runs from Concord to Portsmouth, N. H., and is relieved once in 6 weeks. (See column of remarks Pittsfield and Lawrence R. P. O.) The other clerk runs from Portsmouth to Manchester, N. H., and has no relief. |
| 200 | 125,200 | 6 | 3 | 20 5 1 | 8 10 1 | 3 | 1 | 3 | |
| 41.40 | 51,832 | 12 | 1 | 14 | 6 7 | 2 | 1 | 12 | |
| | | | 1 | 10 | 6 9 | | | | Reserve car. |
| | | | 1 | 12 2 | 6 9 | | | | Reserve. |
| 99.80 | 62,474 | 6 | 1 | 12 | 9 4 | 2 | 1 | 2 | Reserve cars. |
| 92.64 | 174,654 | 18 | 1 | 11 | 7 6 | | | | 1 clerk on "lay off." |
| | | | 1 | 14 4 | 8 4 | 1 | 2 | 15 | |
| 80.95 | 88,266 | 10 1/2 | 1 | 6 2 | 6 6 1/2 | 2 | 1 | 2 | |
| | | | 1 | 12 6 | 8 8 1/2 | | | | |
| | | | 1 | 12 10 | 8 8 | | | | |
| 42.39 | 30,944 | 7 | 1 | 8 2 | 6 2 | | | | |
| | | | 1 | 13 6 | 7 7 | 1 | 1 | 1 | |
| (17) | 40,189 | 12 | 1 | 15 5 | 6 3 | 2 | 1 | 13 | Covered by Boston, Providence and New York R. P. O.; 62.10 miles. |
| | | | 1 | 16 | 6 9 | | | | |
| | | | | | | | | | |
| 23.15 | 28,983 | 12 | 1 | 6 4 | 5 2 | 1 | 1 | 12 | Relief clerk for one run; also relieves Hartford, Saybrook and New London, and New Haven clerks. The other clerk is relieved once in 4 weeks. (See column of remarks Boston and Providence R. P. O.) |
| 52.50 | 36,621 | 6 | 1 | 7 3 | 6 9 | 1 | 1 | 1 | One relief clerk; also relieves 2 clerks on Lowell and Mansfield route. |
| | | | | | | | | | One of these cars is held as a reserve car. This clerk is relieved once in 4 weeks. (See column of remarks Worcester and Providence R. P. O.) |

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|---------------------------------------------------------------------------------------------------------|------------------------|-------------------------|----------------|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| Pueblo and Durango, Col. | 332.38 | 38001 38004 | 7 | | Denver, El Moro, Colo.... Cucharas, Colo., Española, N. Mex. | Denver and Rio Grande.. do |
| Quincy, Ill., and Kansas City, Mo. | 226.78 | 39002 28005 28010 | 7 | 133, 130. | Antonito, Durango, Colo. Quincy, Ill., Saint Joseph, Mo. Kansas City, Cameron, Mo. | do Hannibal and Saint Joseph. do |
| Quincy, Ill., and Louisiana, Mo. | 45.42 | 23041 23079 | 6 | ..... | Quincy, Ill., Hannibal, Mo. Fall Creek, Ill., Louisiana, Mo. | Chicago, Burlington, and Quincy. |
| Quincy, Ill., and Trenton, Mo. | 138.21 | 28019 | 7 | ..... | Quincy, Ill., Trenton, Mo. | Wabash, Saint Louis and Pacific. |
| Racine, Wis., and Rock Island, Ill. | 197.86 | 25024 | 6 | ..... | Racine, Wis., Rock Island, Ill. | Chicago, Milwaukee and Saint Paul. |
| Raleigh and Hamlet, N. C. | 97 | 13010 | 3 | ..... | Raleigh, Hamlet, N. C. | Raleigh and Augusta Air Line. |
| Reading and Columbia, Pa. | 46 | 8031 8073 | 2 | ..... | Columbia, Sinking Springs, Pa. Allentown, Harrisburgh, Pa. | Philadelphia and Reading. do |
| Reading, Pa., and Wilmington, Del. | 73 | 8054 | 2 | ..... | Wilmington, Del., Reading, Pa. | Wilmington and Northern. |
| Red Bank and Bridgeton, N. J. | 107 | 7026 7029 7031 | 2 | ..... | Sandy Hook, Pemberton Junction, N. J. Whiting, Atco, N. J. Atsion, Bridgeton, N. J. | New Jersey Southern.... do do |
| Bedding and Sacramento, Cal. | 169.84 | 46003 46001 | 8 | ..... | Redding, Roseville..... Ogden, San Francisco. | Central Pacific..... do |
| Red Oak and Eastport, Iowa. | 51.17 | 27074 | 6 | ..... | Red Oak, Eastport, Iowa. | Chicago, Burlington and Quincy. |
| Reno and Preston, Minn. | 57.67 | 26032 | 6 | ..... | Reno, Preston, Minn. | Chicago, Milwaukee and Saint Paul. |
| Reno and Virginia City, Nev. | 52.20 | 45001 | 8 | ..... | Reno, Virginia City, Nev. | Virginia and Truckee.... |
| Richford, Vt., and Concord, N. H. | 191.11 | 2009 2010 1005 | 1 | ..... | Richford, Newport, Vt.... White River Junction, Derby Line, Vt. Concord, N. H., Wells River, Vt. | South Eastern..... Passumpsic..... Boston, Concord and Montreal. |
| Richford and Saint Albans, Vt. | 28.91 | 2007 | 1 | ..... | Saint Albans, Richford, Vt. | Missisquoi..... |
| Richland and Niagara Falls, N. Y. | 183 | 6034 6038 6016 | 2 | ..... | Oswego, Richland, N. Y. Oswego, Lewiston, N. Y. Buffalo, Lewiston, N. Y. | Rome, Watertown and Ogdensburgh. do New York Central and Hudson River. |
| Richland and Syracuse, N. Y. | 42 | 6037 | 2 | ..... | Syracuse, Pulaski, N. Y. | Rome, Watertown and Ogdensburgh. |
| Richmond and Stanford, Ky. | 34.48 | 20033 | 5 | ..... | Oswego, Richland, N. Y. Richmond, Richmond Junction, Ky. | do Louisville and Nashville. |
| Richmond and Clifton Forge, Va. | 193 | 11005 | 3 | ..... | Newport News, Va., Ashland, Ky. | Chesapeake and Ohio.... |
| Richmond and Danville, Va. | 140 | 11006 | 3 | ..... | Richmond, Va., to Charlotte, N. C. | Richmond and Danville.. |
| Richmond, Lynchburgh and Clifton Forge, Va. | 230 | 11023 11027 | 3 | ..... | Richmond, Lynchburgh, Va. Clifton Forge, Lynchburgh, Va. | Richmond and Alleghany Richmond and Alleghany |
| Richmond, Va., and Wilmington, N. C. | 250 | 11008 11009 13002 | 3, 1, 9, 2, 4. | ..... | Richmond, Petersburg, Va. Petersburgh, Va., Weldon, N. C. Weldon, Wilmington, N. C. | Richmond and Petersburg. Petersburgh..... Wilmington and Weldon |

in the United States on June 30, 1892—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 52.20 108.98 | 242,637 | 7 | 4 | 33 10 | 7 5 | 5 | 1 | 5 | |
| 171.20 171 | 165,549 | 7 | 13 3 | 33 6 40 | 7 6 9 1½ | 4 | 2 | 8 | ¹ Reserve cars. ² Balance miles of route shown by Cameron, Saint Joseph and Atchison R. P. O. |
| 53.78 13.50 | 28,432 | 6 | 1 | 12 | 6 10½ | 1 | 1 | 1 | |
| 31.92 138.21 | 86,519 | 6 | 1 1 | 21 7½ 18 2 | 7 6 6 9 | 2 | 1 | 2 | |
| 197.86 97 | 123,860 60,722 | 6 | 2 1 | 20 6 22 6 | 9 4 9 4 | 4 | 1 | 4 | ³ Reserve. |
| 40.17 (4) | 28,796 | 6 | 1 | 8 5½ | 6 | 1 | 1 | 1 | ⁴ 6 miles covered by Allentown and Harrisburgh R. P. O. |
| 73 45.70 | 45,698 66,982 | 6 | 1 1 | 7 6 11 8 | 6 4 | 1 | 1 | 1 | ⁵ 6 reserve cars. |
| 23.80 37.75 | | | ⁵¹ ⁵² | 7 2 7 | 6 6 6 2 | | | | |
| 151.60 (4) | 123,983 | 7 | 1 | 20 | 8 10½ | 3 | 1 | 3 | ⁶ Miles of route 18.24 covered by route 46001, Ogden and San Francisco R. P. O. |
| 51.17 57.67 | 22,032 36,101 | 6 | 1 1 | 15 4 8 11 | 8 9½ 5 10 | 1 | 1 | 1 | ⁷ Reserve. |
| 52.20 32 | 38,106 119,634 | 7 6 | 1 | 18 11 | 8 6½ | 1 | 1 | 1 | ⁸ Reserve. |
| (9) (10) | | | 1 | 15 | 6 9 | | | | ⁹ Covered by Newport and Springfield R. P. O., 65.10 miles. ¹⁰ Covered by Lancaster and Boston R. P. O., 94.01 miles. |
| 28.91 28.50 | 18,097 114,558 | 6 6 | 1 2 | 8 3 22 10 | 7 2 6 10 | 1 | 1 | 1 | ¹¹ Reserve cars. |
| 146.92 7.19 | | | ¹²¹ | 8 | 6 6 | | | | |
| 38.42 (13) | 26,292 | 6 | 2 | 9 | 7 | 1 | 1 | 1 | ¹² 4 miles covered by Oswego and Richland R. P. O. |
| 34.48 193 | 21,584 120,818 | 6 6 | 1 3 | 8 6 17 5 | 4 8 11 | 1 | 1 | 1 | |
| 140 147 | 102,200 | 7 | 1 2 | 19 41 2 | 8 8 8 6 | 4 | 1 | 2 | |
| 83 24 | 143,990 265,000 | 6 14 | 4 5 | 11 50 | 8 10 8.1 | 4 | 1 | 4 | ¹⁴ One short trip between Richmond and Jarratta, Va. |
| 64 162 | | | | | | | | | |

TABLE A'.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of routes | | Number of train on monthly schedule of through mails. | Contract designation, terminal of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-------------|-------------------------------------------------------|-------------------------------------------|------------------------------------------------------------------------------------|
| | | Division. | | | | |
| Rochester and Corning, N. Y. | 94 | 6005 | 2 83, 82... | | Rochester, Arvon, N. Y... | New York, Lake Erie and Western. |
| | | 6007 | | | Attica, Corning, N. Y... | New York, Lake Erie and Western Railroad (Rochester Division). |
| Rochester and Niagara Falls, N. Y. | 76 | 6018 | 2 | | Rochester, Niagara Falls, N. Y. | New York Central and Hudson River Railroad (Rochester and Niagara Falls Division). |
| Rochester and Salamanca, N. Y. | 109 | 6102 | 2 | | Rochester, Salamanca, N. Y. | Rochester and Pittsburgh |
| Rock Island and Peoria, Ill. | 91. 68 | 23040 | 6 | | Peoria, Rock Island, Ill.. | Rock Island and Peoria.. |
| Rock Island, Ill., and Saint Louis, Mo. | 248. 32 | 23005 | 6 | | Sterling, East Saint Louis, Ill. | Chicago, Burlington and Quincy. |
| Rock Island and Tullahoma, Tenn. | 48. 62 | 19013 | 5 | | Rock Island, Tullahoma, Tenn. | Naashville, Chattanooga and Saint Louis. |
| Rockland and Brunswick, Me. | 58 | 15 | 1 | | Woolwich, Rockland, Me | Knox and Lincoln |
| | | 11... | | | Brunswick, Bath, Me.... | Maine Central |
| Rogersville and Bull's Gap, Tenn. | 16. 40 | 19003 | 5 | | Rogersville, Bull's Gap, Tenn. | Rogersville and Jefferson |
| Rondout and Goshen, N. Y. | 45 | 6009 | 2 | | Goshen, Montgomery, N. Y. | New York, Lake Erie and Western Railroad (Montgomery Branch). |
| | | 6083 | | | Montgomery, Rondout, N. Y. | Wahkill Valley |
| Rondout and Stamford, N. Y. | 73 | 6073 | 2 | | Rondout, Stamford, N. Y. | Ulster and Delaware..... |
| Rouse's Point and Albany, N. Y. | 215 | 6026 | 2 | | Albany, Moore's, N. Y... | Delaware and Hudson Canal Company Railroad (Hudson Canal Division). |
| | | 6033 | | | West Chazy, Rouse's Point, N. Y. |do |
| | | 6098 | | | Whitehall, Castleton, N. Y. |do |
| | | 6024 | | | Eagle Bridge, N. Y., Rutland, Vt. |do |
| Rutland, Vt., and Hoosick Junction, N. Y. | 59. 85 | 2015 | 1 | | Rutland, Bennington, Vt. | Bennington and Rutland. |
| | | 2018 | | | North Bennington, Vt., State Line. |do |
| | | 6116 | | | North Hoosac Junction, N. Y., State Line. | Troy and Bennington (branch Troy and Boston.) |
| Rutland, Vt., and Troy, N. Y. | 94 | 6024 | 2 | | Eagle Bridge, N. Y., Rutland, Vt. | Delaware and Hudson Canal Company (Saratoga and Champlain Division.) |
| | | 6107 | | | Mechanicville, Eagle Bridge, N. Y. | Boston, Hoosac Tunnel and Western. |
| | | 6026 | | | Albany, Moore's, N. Y... | Delaware and Hudson Canal Company (Saratoga and Champlain Division.) |
| Sacramento and San Francisco, Cal. | 139. 67 | 46028 | 8 | | Sacramento, San Francisco, Cal. | Central Pacific |
| Sag Harbor and New York, N. Y. | 100 | 6093 | 2 | | Long Island City, Sag Harbor, N. Y. | Long Island |
| Salamanca, N. Y., and Kent, Ohio. | 197. 31 | 21034 | 5 | | Salamanca, N. Y., Dayton, Ohio. | New York, Pennsylvania and Ohio. |
| Salida and Gunnison, Colo. | 75. 75 | 38012 | 7 | | Salida, Gunnison, Colo ... | Denver and Rio Grande.. |
| Salina and McPherson, Kans. | 36. 47 | 33028 | 7 | | Salina, McPherson, Kans | Kansas Division Union Pacific. |
| Salisbury and Asheville, N. C. | 145 | 13006 | 3 | | Salisbury, Warm Springs, N. C. | Western North Carolina. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 18 76 | 58,844 | 6 | 1 | 12 8 | 9 | 2 | 1 | 2 | |
| 76 | | | | | | | | | |
| 76 | 47,576 | 6 | 11 11 | 34 21 | 8 4 8 4 | 2 | 1 | 2 | ¹ Part mail apartment and part baggage cars. |
| 106.92 | 63,234 | 6 | 1 11 11 22 | 14 11 8 3 11 11 | 7 7 6 10 9 | 2 | 1 | 2 | ² Three reserve cars. |
| 91.68 | 57,891 | 6 | 1 11 11 | 11 11 11 11 11 11 | 9 7 7 | 2 | 1 | 2 | ³ Reserve. |
| 248.32 | 155,448 | 6 | 2 11 11 | 18 7½ 11 4 11 4 | 8 9½ 9 4½ 9 4½ | 4 | 1 | 4 | ⁴ Reserve. |
| 48.62 | 27,668 | 6 | 1 | 8 1 | 6 3 | 1 | 1 | 1 | ⁵ Nov. 1, 1881, increase distance 13.18 miles. |
| 48.86 | 72,616 | 12 | 2 | 12 | 6 8 | 3 | 1 | 3 | ⁶ Reserve car. |
| 9.14 | | | 1 11 | 16 15 2 | 6 7 7 | | | | |
| 16.40 | 10,266 | 6 | 1 | 6 | 5 | 1 | 1 | 1 | |
| 10.25 | 28,170 | 6 | 1 | 9 | 7 | 1 | 1 | 1 | |
| 34.46 | | | 1 | 18 | 7 6 | | | | |
| 73.30 | 45,698 | 6 | 72 71 | 16 8 7 | 6 6 6 3 | 2 | 1 | 2 | ⁷ Two reserve cars. |
| 176.59 | 134,500 | 6 | 3 | 21 | 7 | 2 2 | 2 1 | 6 | |
| 14.78 | | | | | | | | | |
| 13.71 | | | | | | | | | |
| 10.33 | | | | | | | | | |
| 32.82 | 37,466 | 6 | 1 | 16 | 6 11 | 1 | 1 | 1 | |
| 1.99 | | | | | | | | | |
| 5.04 | | | | | | | | | |
| 62.87 | 58,848 | 6 | 1 | 12 6 | 6 6 | 2 | 1 | 2 | |
| 30.44 | | | 11 | 11 11 | 7 2 | | | | ⁸ One reserve car. |
| (9) | | | | | | | | | ⁹ Covered by Rouse's Point and Albany R. P. O., 10.69 miles. |
| 139.67 | 101,950 | 7 | 2 | 21 6 | 8 9 | 3 | 1 | 3 | |
| 100.50 | 85,762 | 8½ | 2 1 1 | 12 4 10 6 14 10 | 6 5 8 6 6 | 8 | 1 | 8 | |
| 197.31 | 134,080 | 7 | 3 | 28 6 | 9 | 4 | 1 | 4 | |
| 75.75 | 55,297 | 7 | 2 | 19 6 | 7 4 | 2 | 1 | 2 | |
| 36.47 | 26,623 | 7 | 1 | 14 9 | 8 | 1 | 1 | 1 | |
| 1.45 | 90,770 | 6 | 1 2 | 13 20 | 8 8 6 | 2 | 1 | 2 | |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .) | Distance run in miles. | Number of routes. | Division. | Number of train on monthly schedule of through mails. | Contract designation, terminal of route. | Corporate title of company. |
|---------------------------------------------------------------------------------------------------------|------------------------|-------------------|------------|-------------------------------------------------------|------------------------------------------|----------------------------------------------------------|
| Salt Lake and Juab, Utah. | 105.00 | 41001 | 8 | ..... | Ogden, Frisco..... | Utah Central |
| San Antonio and Laredo, Tex. | ..... | ..... | 7 | ..... | ..... | ..... |
| San Antonio and Uvalde, Tex. | ..... | 31002 | 7 | ..... | ..... | ..... |
| Sand Beach and Port Huron, Mich. | 71.70 | 24042 | 9 | ..... | Port Huron, Sand Beach, Mich. | Port Huron and North-western. |
| Sandusky, Ohio, and Bloomington, Ill. | 381.89 | 21020 | 5 | ..... | Sandusky, Ohio, Bloomington, Ill. | Lake Erie and Western |
| Sandusky and Cincinnati, Ohio. | 211.35 | 21012 | 5 | ..... | Sandusky, Springfield, Ohio. | Indiana, Bloomington and Western Ohio Division. |
| | | 21042 | .. | ..... | Cleveland, Cincinnati, Ohio. | Cleveland, Columbus, Cincinnati and Indianapolis. |
| Sandusky and Newark, Ohio, and Wheeling, W. Va. | 224.38 | 21010 | 5 50, 55 | ... | Sandusky, Newark, Ohio. | Baltimore and Ohio |
| | | 21001 | ..... | ..... | Bellaire, Columbus, Ohio | do |
| | | 10063 | ..... | ..... | Baltimore, Md., Wheeling, W. Va. | do |
| <i>San Francisco and Los Angeles, Cal.</i> | 482.20 | 46001 | 8 113, 112 | ..... | Ogden, San Francisco | Central Pacific |
| | | 46032 | 8 | ..... | Port Costa, Lathrop | do |
| | | 46010 | ..... | ..... | Lathrop, Goshen | do |
| | | 46014 | ..... | ..... | Huron, Yuma | Southern Pacific |
| San Francisco and Santa Cruz, Cal. | 79.81 | 46031 | ..... | ..... | San Francisco, Santa Cruz. | South Pacific Coast |
| San Francisco and Soledad, Cal. | 142.90 | 46002 | 8 | ..... | San Francisco, Soledad | Southern Pacific |
| Santa Fé and Lamy (n. o.), N. Mex. | 18.63 | 39001 | 7 | ..... | Lamy Station, Santa Fé, N. Mex. | Atchison, Topeka and Santa Fé. |
| Savannah and Millen, Ga. | 79.00 | 15010 | 4 | ..... | Savannah, Macon, Ga. | Central Railroad and Banking Company, Ga. |
| Scranton and Northumberland, Pa. | 80 | 8017 | 2 | ..... | Scranton, Northumberland, Pa. | Delaware, Lackawanna and Western (Bloom-burgh Division). |
| Seaford, Del., and Cambridge, Md. | 33 | 10008 | 2 | ..... | Cambridge, Md., Seaford, Del. | Dorchester and Delaware. |
| Sedalia and Lexington, Mo. | 56.23 | 28017 | 7 | ..... | Sedalia, Lexington, Mo. | Lexington Branch Missouri Pacific. |
| <i>Sedalia, Mo., and Parsons, Kans.</i> | 158.70 | 28011 | 7 | ..... | Sedalia, Mo., Denison City, Tex. | Kansas and Texas Division Missouri Pacific. |
| Selma and Greensborough, Ala. | 56 | 17006 | 4 | ..... | Selma, Greensborough, Ala. | Cincinnati, Selma and Mobile. |
| Selma, Ala., and Meridian, Miss. | 114.15 | 17009 | 4 33, 36 | ... | Selma, Ala., Meridian, Miss. | East Tennessee, Virginia and Georgia. |
| | | 18004 | ..... | ..... | Mobile, Ala., Cairo, Ill. | Mobile and Ohio |
| Selma and Pine Apple, Ala. | 51.06 | 17017 | 4 | ..... | Selma, Pine Apple, Ala. | Pensacola and Selma |
| Shabbona and Rock Falls, Ill. | 47.46 | 23014 | 6 | ..... | Rock Falls, Shabbona, Ill. | Chicago, Burlington and Quincy. |
| Sheboygan and Princeton, Wis. | 78.79 | 25019 | 6 | ..... | Sheboygan, Princeton, Wis. | Chicago and Northwestern. |
| Shingle Springs and Sacramento, Cal. | 23.25 | 46004 | 8 | ..... | Sacramento, Folsom | Placerville and Sacramento Valley. |
| Shreveport, La., and Marshall, Tex. | 37.90 | 31009 | 7 | ..... | Shreveport, La., El Paso, Tex. | Texas and Pacific |
| Sioux City and Missouri Valley, Iowa. | 76.18 | 27029 | 6 | ..... | Missouri Valley, Sioux City, Iowa. | Sioux City and Pacific |
| Sioux City, Iowa, and Omaha, Nebr. | 127.61 | 34003 | 6 | ..... | Omaha, Covington, Nebr. | Chicago, Saint Paul, Minneapolis and Omaha. |
| Sioux City, Iowa, and Yankton, Dak. | 61.71 | 35001 | 6 | ..... | Sioux City Iowa, Yankton, Dak. | Chicago, Milwaukee and Saint Paul. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|--------------------------------------------------------------------------|-----|-----------------------------------|-------------------------|------------------|---------------------------|---|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | | | | | | | |
| | | Number of railway post-office cars or cars in which are mail apartments. | | Length, feet and inches. | Width, feet and inches. | | | | | |
| 105 | 76,650 | 7 | 2 | 15 | 9 | 2 | 1 | 2 | | See Palestine and Laredo R. A. |
| | | | | | | | | | | See Houston and Uvalde R. A. |
| 71.70 | 44,884 | 6 | 1 | 8 6 | 5 8 | 1 | 1 | 1 | | |
| 281.89 | 239,063 | 6 | 2 | 14 | 7 8 | 7 | 1 | 7 | | This line is divided at Muncie, Ind. |
| 131.35 | 132,305 | 6 | 3 | 12 | 7 4 | 4 | 1 | 4 | | |
| | | 2 | 16 | | 9 | | | | | |
| (1) | | | | | | | | | | Covered by Cleveland and Cincinnati R. P. O., 80 miles. |
| 116.68 | 163,797 | 7 | 3 | 21 | 9 | 4 | 1 | 4 | | |
| (2) | | | | | | | | | | Covered by Grafton and Chicago R. P. O. 103.50 miles. |
| (3) | | | | | | | | | | Covered by line of Third Division, 4 miles. |
| (4) | 352,005 | 7 | 8 | 55 1½ | 9 5½ | 7 | 1 | 7 | | "Miles of route" (32.17) covered by route 46001, Ogden and San Francisco R. P. O. |
| 62.17 | | | | | | | | | | 40-foot cars authorized by the department. |
| 146.30 | | | | | | | | | | |
| 241.56 | | | | | | | | | | |
| 79.81 | 49,961 | 6 | 1 | 8 | 7 6 | 1 | 1 | 1 | | |
| 142.90 | 104,317 | 7 | 3 | 17 | 9 | 3 | 1 | 3 | | |
| 18.63 | 27,199 | 14 | | | | 1 | 1 | 1 | | |
| 79 | 49,454 | 6 | (6) | | | 1 | 1 | 1 | | Cars on this route run over Augusta and Macon R. P. O. |
| 80 | 50,080 | 6 | 1 | 16 2 | 8 6 | 1 | 2 | 2 | | One reserve car. |
| | | 7 | 15 | 5 | 8 2 | | | | | |
| 33.63 | 20,658 | 6 | 1 | 11 8 | 8 7 | 1 | 1 | 1 | | |
| 58.23 | 35,199 | 6 | 1 | 10 8 | 7 3 | 1 | 1 | 1 | | |
| (7) | 115,851 | 7 | 3 | 16 3 | 8 6 | 2 | 2 | 4 | | 158.70 miles of route included in Hannibal and Denison R. P. O. |
| 56 | 35,056 | 6 | 1 | 8 5 | 6 6 | 1 | 1 | 1 | | Hannibal and Denison R. P. O. and Sedalia and Parsons R. P. O. each run over that portion of route 28011 between Sedalia, Mo., and Parsons. |
| 95.85 | 83,329 | 7 | 1 | 17 2 | 8 2 | 2 | 1 | 2 | | Distance taken from railroad time table. |
| (10) | | | | | | | | | | Eighteen three-tenths (18.30) miles covered by Corinth and Meridian, Miss., R. P. O. |
| 51.06 | 21,240 | 4 | 1 | 7 10 | 3 5 | 1 | 1 | 1 | | |
| 47.46 | 29,709 | 6 | 1 | 6 10 | 6 3 | 1 | 1 | 1 | | |
| 78.79 | 49,322 | 6 | 1 | 10 | 7 | 2 | 1 | 2 | | |
| 23.25 | 14,554 | 6 | 1 | 6 6 | 6 | 1 | 1 | 1 | | |
| 37.90 | 23,725 | 6 | 2 | 17 2 | 9 1½ | 1 | 1 | 1 | | |
| 76.18 | 47,688 | 6 | 1 | 17 9 | 9 8 | 2 | 1 | 2 | | Reserve. |
| 127.61 | 79,883 | 6 | 11 | 13 9 | 9 3 | 2 | 1 | 2 | | One car in reserve. |
| | | | 12 | 11 9 | 8 4 | | | | | |
| 61.71 | 38,630 | 6 | 1 | 12 | 9 3 | 1 | 1 | 1 | | Reserve. |
| | | | 20 | 2 | 9 4 | | | | | |
| | | | 11 | 8 | 8 6 | | | | | |

TABLE A'.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|-------------------------------------------|------------------------------------|
| Sioux Falls, Dak., and Sioux City, Iowa. | 91.14 | 27034 | 6 | ..... | Sioux City, Iowa, Sioux Falls, Dak. | Chicago, Milwaukee and Saint Paul. |
| Skowhegan and Portland, Me. | 102.56 | 5 | 1 | ..... | Portland, Skowhegan, Me. | Maine Central |
| Slatington and Reading, Pa. | 44 | 8089 | 2 | ..... | Reading, Slatington, Pa. | Schuylkill and Lehigh .. |
| Sleepy Eye, Minn., and Watertown, Dak. | 140.32 | 26014 | 6 | ..... | Saint Peter, Minn., Watertown, Dak. | Winona and Saint Peter .. |
| Smithville and Blakely, Ga. | 74.13 | 15039 | 4 | ..... | Smithville, Albany, Ga. | Southwestern |
| Sodus Point and Stanley, N. Y. | 34 | 15040 | 2 | ..... | Albany, Blakely, Ga. |do |
| South Amboy, N. J., and Philadelphia, Pa. | 68 | 6090 | 2 | ..... | Sodus Point, Gorham Station, N. Y. | Ontario Southern |
| | | 7005 | 2 | ..... | Camden, Monmouth Junction, N. J. | Pennsylvania (Amboy Division). |
| | | 7047 | ..... | ..... | Jamesburgh, South Amboy, N. J. |do |
| South Londonderry and Brattleborough, Vt. | 36.15 | 2016 | 1 | ..... | Brattleborough, South Londonderry, Vt. | Central Vermont |
| South Lyon, Mich., and Toledo, Ohio. | 61.91 | 24020 | 9 | ..... | Toledo, Ohio, South Lyon, Mich. | Toledo, Ann Arbor and Grand Trunk. |
| Sparta and Viroqua, Wis. | 35.90 | 25034 | 6 | ..... | Sparta, Viroqua, Wis. | Chicago, Milwaukee and Saint Paul. |
| Springfield and Jerseyville, Ill. | 72.29 | 21019 | 6 | ..... | Toledo, Ohio, Quincy, Ill. | Wabash, Saint Louis and Pacific. |
| | | 23083 | ..... | ..... | Lorain, Jerseyville, Ill. |do |
| Springfield and Jackson, Ohio. | 109.98 | 21058 | 5 | ..... | Springfield, Jackson, Ohio | Springfield Southern..... |
| <i>Springfield, Mo., and Halstead, Kans.</i> | | | | | | |
| Springfield, Mo., and Fort Scott, Kans. | 203.99 | 28036 | 7 | ..... | Fort Scott, Kans., Springfield, Mo. | Kansas City, Fort Scott and Gulf. |
| | | 33008 | ..... | ..... | Kansas City, Joplin, Mo. |do |
| Statesville and Charlotte, N. C. | 48 | 13009 | 3 | ..... | Charlotte, Statesville, N. C. | Atlantic, Tennessee and Ohio. |
| Sterling and Rock Island, Ill. | 52.80 | 23005 | 6 | ..... | Sterling, East Saint Louis, Ill. | Chicago, Burlington and Quincy. |
| Stevens' Point and Portage, Wis. | 73.35 | 25015 | 6 | ..... | Stevens Point, Portage, Wis. | Wisconsin Central |
| Stoneborough and New Castle, Pa. | 36 | 8096 | 2 | ..... | New Castle, Stoneborough, Pa. | Oil City and Chicago..... |
| Stony Point and New York, N. Y. | 43 | 7024 | 2 | ..... | Jersey City, N. J., Stony Point, N. Y. | New Jersey and New York. |
| Streator and Strawn, Ill. | 40.78 | 23043 | 6 | ..... | Streator, Altamont, Ill. | Wabash, Saint Louis and Pacific. |
| <i>Saint Albans, Vt., and Boston, Mass.</i> | 267.21 | 3016 | 1 | ..... | Boston, Lowell, Mass. | Boston, Lowell and Concord. |
| | | 3073 | ..... | ..... | Lowell, Mass., Nashua, N. H. |do |
| | | 1001 | ..... | ..... | Concord, Nashua, N. H. | Concord |
| | | 1008 | ..... | ..... | Concord, N. H., White River Junction, Vt. | Northern |
| | | 2002 | ..... | ..... | Windsor, Essex Junction, Vt. | Central Vermont |
| | | 2001 | ..... | ..... | Burlington, Vt., Rouse's Point, N. Y. |do |
| Saint Albans, Vt., and Ogdensburg, N. Y. | 142 | 6053 | 2 | ..... | Rouse's Point, Ogdensburg, N. Y. | Ogdensburg and Lake Champlain. |
| | | 2001 | ..... | ..... | Burlington, Vt., Rouse's Point, N. Y. | Central Vermont |
| Saint Joseph and Albany, Mo. | 51.92 | 28037 | 7 | ..... | Saint Joseph, Albany, Mo. | Saint Joseph and Des Moines. |
| Saint Joseph, Mo., and Grand Island, Nebr. | 251.40 | 33007 | 7 | ..... | Elwood, Kans., Grand Island, Nebr. | Union Division Union Pacific. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars, or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | | Total number of clerks at work on line. | Remarks. |
|-----------------|--------------------------|---------------------------------------------|---------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|----|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | | |
| 91.14 | 57,053 | 6 | 1 | 18 | 7 3 | 2 | 1 | 2 | | |
| 102.56 | 64,202 | 6 | 1 | 40 | 8 8 | 3 | 1 | 3 | | ¹ Reserve car. All parts of cars. The North Anson and Lewiston clerk runs from West Waterville to Lewiston and return as an assistant to Skowhegan and Portland clerk. The Farmington and Lewiston clerk runs from Lewiston to Portland and return, as an assistant to Skowhegan and Portland clerk. |
| | | | ¹ 1 | 39 | 8 8 | | | | | |
| | | | | 40 7 | 8 9 | | | | | |
| 43.73 | 27,544 | 6 | 1 | 8 | 6 8 | 1 | 1 | 1 | | |
| 140.32 | 87,840 | 6 | 1 | 14 4 | 7 5 | 3 | 1 | 3 | | |
| | | | 1 | 11 11 | 7 1 | | | | | |
| 24.07 | 46,405 | 6 | 1 | 8 7 | 8 | 1 | 1 | 1 | | |
| 50.06 | | | 1 | 14 3 | 8 3 | | | | | |
| 34 | 21,284 | 6 | 1 | 7 4 | 6 10 | 1 | 1 | 1 | | |
| 53.56 | 42,568 | 6 | ² 2 | 8 | 6 | 1 | 1 | 1 | | ² One reserve car. |
| 14.90 | | | 1 | 11 | 8 | | | | | |
| 36.15 | 22,629 | 6 | 1 | 10 | 5 4 | 1 | 1 | 1 | | |
| | | | ¹ 1 | 8 6 | 5 6 | | | | | ¹ Reserve car. |
| 61.91 | 38,755 | 6 | 1 | 10 6 | 7 | 1 | 1 | 1 | | |
| 35.90 | 22,473 | 6 | 1 | 11 | 7 7 | 1 | 1 | 1 | | |
| (4) | 45,253 | 6 | 1 | 20 | 9 4 | 1 | 1 | 1 | | ⁴ Distance (16.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O. |
| 55.79 | | | | | | | | | | |
| 109.98 | 68,847 | 6 | 2 | 14 | 7 | 2 | 1 | 2 | | See Saint Louis, Mo., and Halstead, Kans., R. P. O. |
| 105.19 | 127,697 | 6 | 1 | 18 1 1/2 | 8 9 1/2 | 3 | 1 | 3 | | ² 86.80 miles of route included in Kansas City, Mo., and Joplin R. P. O. These clerks run as helpers on Kansas City and Joplin R. P. O., between Fort Scott, Kans., and Kansas City, Mo. |
| (4) | | | | | | | | | | |
| .48 | 30,048 | 6 | 2 | 20 | 9 1 | 1 | 1 | 1 | | |
| 52.80 | 33,052 | 6 | 1 | 10 8 | 6 7 | 1 | 1 | 1 | | |
| 73.30 | 45,885 | 6 | 1 | 15 2 | 7 7 | 1 | 1 | 1 | | |
| | | | ⁶ 1 | 11 9 1/2 | 6 9 1/2 | | | | | ⁶ Reserve car. |
| 36.49 | 22,536 | 6 | 1 | 5 9 | 8 10 | 1 | 1 | 1 | | |
| 42.81 | 26,918 | 6 | 2 | 8 6 | 6 0 | 1 | 1 | 1 | | |
| 40.78 | 25,528 | 6 | 1 | 11 5 | 6 7 | 1 | 1 | 1 | | |
| 26.02 | 334,546 | 12 | 1 | 42 | 9 | 8 | 2 | 16 | | |
| 14.77 | | | ⁷ 1 | 34 2 | 6 9 | | | | | ⁷ Parts of cars. |
| 36.28 | | | ⁷ 1 | 24 10 | 7 4 | | | | | |
| 69.64 | | | 1 | 41 6 | 8 8 | | | | | |
| 96 | | | ⁸ 1 | 27 | 5 | | | | | ⁸ Reserve cars. Parts of cars. |
| 24.50 | | | ⁸ 1 | 27 4 | 7 2 | | | | | |
| 11 | 88,892 | 6 | 2 | 13 4 | 6 10 | 3 | 1 | 3 | | |
| (9) | | | ¹⁰ 1 | 14 0 | 6 6 | | | | | ² 23 miles covered by Burlington and Rouse's Point R. P. O., First division. |
| 51.02 | 32,501 | 6 | 2 | 6 5 | 5 11 | 1 | 1 | 1 | | ¹⁰ One reserve car. |
| 251.40 | 183,522 | 7 | 2 | 20 | 9 4 | 4 | 1 | 4 | | |
| | | | 1 | 12 | 9 4 | | | | | |

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| Designation of railway post-office. (Lines upon which postal cars are paid, for in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|-----------------------------------------|--------------------------------------------|
| <i>Saint Louis, Mo., and Atchison, Kans.</i> | 282 247.75 | 23001 | 7 | ..... | Saint Louis, Mo., Atchison, Kans. | Missouri Pacific |
| <i>Saint Louis, Mo., and Cairo, Ill.</i> | 154.80 | 23053 | 6 | 115, 118 | East Saint Louis, Cairo, Ill. | Saint Louis and Cairo.... |
| <i>Saint Louis, Mo., and Columbus, Ky.</i> | 198.35 | 28002 | 7 | ..... | Saint Louis, Bismarck, Mo. | Saint Louis, I. M. and Southern. |
| | | 28034 | .. | | Bismarck, Mo., Columbus, Ky. |do |
| <i>Saint Louis, Mo., and El Dorado, Ill.</i> | 121.52 | 23030 | 6 | ..... | East Saint Louis, El Dorado, Ill. | Saint Louis, Alton and Terra Haute. |
| <i>Saint Louis, Mo., and Halstead, Kan.</i> | 533.70 | 28003 | 7 | ..... | Saint Louis, Mo., Vinita, Ind. Ter. | Saint Louis and San Francisco. |
| | | 28020 | .. | | Pierce City, Mo., Halstead, Kans. |do |
| <i>Saint Louis and Kansas City, Mo.</i> | | | 7 | ..... |  |  |
| <i>Saint Louis, Mo., and Little Rock, Ark.</i> | | | 7 | ..... |  |  |
| <i>Saint Louis, Louisiana, and Kansas City, Mo.</i> | 323.92 | 23018 | 7 | 133, 130. | Bloomington, East Saint Louis, Ill. | Chicago and Alton |
| | | 28022 | .. | | Roodhouse, Ill., Mexico, Mo. |do |
| | | 28038 | .. | | Mexico, Kansas City, Mo. |do |
| <i>Saint Louis, Moberly, and Kansas City, Mo.</i> | 278.10 | 28004 | 7 | ..... | Saint Louis, Kansas City, Mo. | Wabash, Saint Louis and Pacific. |
| <i>Saint Louis and Springfield, Mo.</i> | | | 7 | ..... |  |  |
| <i>Saint Louis and Springfield, Mo.</i> | 240 | 28003 | 7 | ..... | Saint Louis, Mo., Vinita, Ind. Ter. | Saint Louis and San Francisco. |
| <i>Saint Louis, Mo., and Texarkana, Ark.</i> | 492.24 | 28002 | 7 | 123, 129. | Saint Louis, Bismarck, Mo. | Saint Louis, I. M. and Southern. |
| | | 28026 | .. | | Bismarck, Mo., Texarkana, Ark. |do |
| <i>Saint Paul, Minn., and Elroy, Wis.</i> | 198.40 | 25030 | 6 | ..... | Elroy, Wis., Saint Paul, Minn. | Chicago, Saint Paul, Minneapolis and Omaha |
| <i>Saint Paul, Minn., and Fargo, Dak.</i> | 275.76 | 26003 | 6 | 151, 152. | Saint Paul, Sauk Rapids, Minn. | Saint Paul, Minneapolis and Manitoba. |
| | | 26002 | .. | | Sauk Rapids, Brainerd, Minn. | Northern Pacific..... |
| | | 26001 | .. | | Duluth, Glendive, Minn. |do |
| <i>Saint Paul, Minn., and Sioux City, Iowa.</i> | 270.97 | 26025 | 6 | ..... | Saint Paul, Saint James, Minn. | Chicago, Saint Paul, Minneapolis and Omaha |
| | | 26026 | .. | | Saint James, Minn., Sioux City, Iowa. |do |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 329.75 | 441,611 | 14 | 5 | 60 | 9 3 | 8 | 4 | 41 | ¹ East Division. Eight short stops. |
| | | 6 | ²¹ | 60 | 9 3 | 1 | 1 | | ² West Division. Line divided at Kansas City, the Saint Louis and Kansas City R. P. O. forming the East Division, and the Kansas City and Atchison R. P. O. forming the West Division. |
| 154.90 | 96,904 | 0 | ⁴⁴ | 11 2 | 6 2 | 3 | 1 | 3 | ³ Reserve car. ⁴ Two cars in reserve. |
| (⁶) | 124,167 | 6 | 2 | 13 6 | 9 4 | 3 | 1 | 3 | ⁵ 77.03 miles of route included in Saint Louis and Texarkana R. P. O. |
| 121.32 | | | | | | | | | |
| 121.52 | 76,071 | 6 | ⁶¹ | 16 6 | 9 | 3 | 1 | 3 | ⁶ Between Saint Louis, Mo., and Duquoin, Ill. |
| | | | ⁷¹ | 18 6 | 9 6 | | | | ⁷ Reserve. |
| 290.75 | 389,601 | 7 | ⁸¹ | 8 | 3 | | | | ⁸ Between Duquoin and Eldorado, Ill. |
| | | | 5 | 50 | 9 | 9 | 1 | ¹² | ⁹ Three short stops. |
| 242.95 | | | | | | | | | Line divided at North Springfield, Mo., the Saint Louis and Springfield R. P. O. forming the East Division and the Springfield and Halstead R. P. O. forming the West Division. The Saint Louis and Springfield clerk also runs over this line. See that R. P. O. See Saint Louis, Mo., and Atchison, Kans., R. P. O. See Saint Louis, Mo., and Texarkana, Ark., R. P. O. |
| 169.40 | 238,461 | 7 | 1 | 25 2½ | 9 2½ | 4 | 1 | 115 | ¹⁰ Balance miles of route shown in Sixth Division report. |
| 89.83 | | | 1 | 25 | 9 | | | | ¹¹ One short stop. |
| 164.69 | | | | | | | | | |
| 278.10 | 203,013 | 7 | 5 | 25 7½ | 7 7½ | 4 | 1 | ¹²⁵ | ¹² One short stop. |
| | | | ¹³¹ | 24 6 | 9 2½ | | | | ¹³ Reserve car. |
| | | | ¹³¹ | 25 7½ | 7 ¾ | | | | Do. |
| (¹⁴) | 150,240 | 6 | 2 | 22 6 | 7 4 | | | | See Saint Louis, Mo., and Halstead, Kans., R. P. O. |
| | | | 1 | 21 4 | 7 | | | | ¹⁴ 240 miles of route included in Saint Louis, Mo., Halstead, Kans., R. P. O., which also runs over this distance. |
| | | | 1 | 20 4 | 7 3 | | | | |
| 77.03 | 359,325 | 7 | 6 | 49 4 | 9 4 | 185 | 3 | 1623 | ¹⁵ On North Division. |
| 415.21 | | | | | | 178 | 2 | | ¹⁶ Two short stops. |
| | | | | | | | | | ¹⁷ On South Division. |
| 198.40 | 124,192 | 6 | 1 | 39 2 | 8 10 | 4 | 1 | ¹⁸⁵ | Line divided at Little Rock, the Saint Louis and Little Rock R. P. O. forming the North Division, and the Little Rock and Texarkana R. P. O. forming the South Division. |
| | | | 1 | 34 8 | 9 5 | | | | ¹⁸ One short stop between Elroy and Hudson, Wis. |
| | | | ¹⁹¹ | 33 11 | 9 2 | | | | ¹⁹ Reserve car. |
| 202.00 | 172,625 | 6 | 1 | 21 10 | 8 11 | 4 | 1 | 4 | ²⁰ Balance of distance (74.30 miles) covered by Saint Vincent and Saint Paul (Minn.) R. A. |
| 60.96 | | | 1 | 19 5 | 8 6½ | | | | |
| 138.50 | | | | | | | | | |
| 122.53 | 169,627 | 6 | ²¹² | 21 10 | 9 3 | 6 | 1 | ²²⁷ | ²¹ One of these cars in reserve. |
| 148.44 | | | 1 | 22 9 | 9 4 | | | | ²² One short stop between Alton and Sioux City, Iowa. |
| | | | 1 | 21 7 | 9 4 | | | | |

TABLE A'.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, terminal of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|------------------------------------------|----------------------------------------------------|
| Saint Vincent and Saint Paul, Minn. | 394.28 | 26005 | 6 | ..... | Breckinridge, Saint Vincent, Minn. | Saint Paul, Minneapolis and Manitoba |
| | | 26004 | .. | ..... | East Saint Cloud, Barnesville, Minn. | do |
| | | 26003 | .. | ..... | Saint Paul, Sank Rapids, Minn. | do |
| Sumner and Hampton, Iowa. | 62.90 | 27051 | 6 | ..... | Sumner, Hampton, Iowa | Dubuque and Dakota |
| Sunbury and Lewistown, Pa. | 50.00 | 8108 | 2 | ..... | Lewistown, Selin's Grove Junction, Pa. | Pennsylvania |
| | | 10002 | .. | ..... | Sunbury, Erie, Pa. | Northern Central |
| Switz City and Bedford, Ind. | 41.29 | 22036 | 5 | ..... | Switz City, Bedford, Ind. | Bedford, Springfield, Owensburgh & Bloomfield. |
| Switz City, Ind., and Effingham, Ill. | 91.00 | 23026 | 6 | ..... | Effingham, Ill., Switz City, Ind. | Spring, Effingham, and S. E. and Bloomfield. |
| Syracuse, Auburn, and Rochester, N. Y. | 104.00 | 6013 | 2 | ..... | Syracuse, Rochester, N. Y. | New York Central and Hudson River (Auburn branch). |
| Syracuse and Binghamton, N. Y. | 80.00 | 6065 | 2 | ..... | Syracuse, Binghamton, N. Y. | Syracuse, Binghamton and New York. |
| Syracuse and Earlville, N. Y. | 43.00 | 6071 | 2 | ..... | Syracuse, Earlville, N. Y. | Syracuse, Chenango and New York. |
| Tacoma, Wash., and Portland, Oreg. | 105.00 | 43001 | 8 | ..... | Tacoma, Wash., Portland, Oreg. | North Pacific |
| Tama City, Iowa, and Elmore, Minn. | 164.64 | 27052 | 6 | ..... | Tama City, Iowa, Elmore, Minn. | Chicago and Northwestern. |
| Tamaroa and Chester, Ill. | 42.31 | 23047 | 6 | ..... | Chester, Tamaroa, Ill. | Wabash, Chester and Western. |
| Terre Haute and Evansville, Ind. | 110.45 | 22012 | 5 | ..... | Terre Haute, Evansville, Ind. | Evansville and Terre Haute. |
| Terre Haute, Ind., and Peoria, Ill. | 177.91 | 23048 | 6 | ..... | Terre Haute, Ind., Peoria, Ill. | Illinois Midland |
| Terre Haute and Worthington, Ind. | 40.63 | 22030 | 5 | ..... | Terre Haute, Worthington, Ind. | Terre Haute and Southeastern. |
| Texarkana, Ark., and El Paso, Tex. | 864.66 | 31010 | 7 | 127, 128 | Marshall, Tex., Texarkana, Ark. | Texas Pacific |
| | | 31009 | .. | ..... | Shreveport, La., El Paso, Tex. | do |
| Texarkana, Ark., and Houston, Tex. | 335.06 | 31010 | 7 | ..... | Marshall, Tex., Texarkana, Ark. | do |
| | | 31009 | .. | ..... | Shreveport, La., El Paso, Tex. | do |
| | | 31006 | .. | ..... | Longview, Houston, Tex | International and Great Northern. |
| Texarkana, Ark., and Waco, Tex. | 258.67 | 31025 | 7 | ..... | Texarkana, Ark., Waco, Tex. | Texas and Saint Louis |
| Texarkana, Ark., and Whitesborough, Tex. | 172.91 | 31011 | 7 | ..... | Whitesborough, Tex., Texarkana, Ark. | Texas and Pacific |
| Thomasville and Bainbridge, Ga. | 37 | 15031 | 4 | ..... | Thomasville, Bainbridge, Ga. | Savannah, Florida and Western. |
| Toccoa and Elberton, Ga. | 50.42 | 15026 | 4 | ..... | Toccoa, Elberton, Ga. | Elberton Air Line |
| Toledo and Bush, Ohio (n. o.). | 175.85 | 21055 | 5 | ..... | Toledo, Bush, Ohio (n. o.). | Ohio Central |
| | | 21068 | .. | ..... | Columbus, Corning, Ohio. | do |
| Toledo, Ohio, and Chicago, Ill. | 243 | 6052 | 9 | 999 | Buffalo, N. Y., Chicago, Ill | Lake Shore and Michigan Southern. |
| Toledo and Cincinnati, Ohio. | 203.36 | 21023 | 5 | ..... | Toledo, Dayton, Ohio | Dayton and Michigan |
| | | 21026 | .. | ..... | Dayton, Cincinnati, Ohio. | Cincinnati, Hamilton and Dayton. |
| Toledo and Columbus, Ohio. | 125.38 | 21053 | 5 | ..... | Toledo, Columbus, Ohio. | Dayton and Southeastern |
| Toledo, Delphos, and Cincinnati, Ohio. | 223.73 | 21061 | 5 | ..... | Toledo, Dodda, Ohio | Toledo, Cincinnati and Saint Louis. |
| | | 21078 | .. | ..... | Dodda, Cincinnati, Ohio | Cincinnati Northern |
| Toledo, Ohio, and La Fayette, Ind. | 203.10 | 21019 | 5 | 112, 113. | Toledo, Ohio, Quincy, Ill. | Wabash, Saint Louis and Pacific. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 174.33 | 246,819 | 6 | 13 | 40 | 8 9 | 6 | 1 | 6 | ¹ Whole cars. |
| 145.85 | | | | | | | | | |
| 74.30 | | | | | | | | | |
| 62.90 | 39,375 | 6 | 1 | 12 | 7 | 1 | 1 | 1 | |
| 45.00 | 31,300 | 6 | 1 | 6 6 | 6 6 | 1 | 1 | 1 | |
| (²) | | | | | | | | | |
| 41.29 | 25,847 | 6 | 1 | 6 7 | 4 6 | 1 | 1 | 1 | ² Five miles covered by the Williamsport and Baltimore R. P. O. |
| 91.00 | 56,966 | 6 | 2 | 8 6 | 5 6 | 2 | 1 | 2 | |
| (³) | 65,104 | 6 | 4 ¹ | 21 | 8.10 | 2 | 2 | 4 | ³ Covered by Albany and Rochester R. P. O. ⁴ Car used partly for mail apartment and partly for baggage. |
| 80.00 | 50,080 | 6 | 1 | 14 7 | 7 6 | 2 | 1 | 2 | |
| 42.47 | 26,918 | 6 | 2 | 8 | 6 | 1 | 1 | 1 | |
| 105.00 | 65,730 | 6 | 2 | 22 6 | 9 | 2 | 1 | 2 | |
| 164.64 | 103,064 | 6 | 2 | 12 2 | 7 5 | 2 | 1 | 2 | "The Railway Mail Service Designation" includes 41 miles additional by "Steamboat Service" between Portland and Kalama, on route 44100. |
| 42.31 | 26,486 | 6 | 1 | 10 | 7 4 | 1 | 1 | 1 | |
| 110.45 | 69,141 | 6 | 2 | 12 7 | 6 | 2 | 1 | 2 | |
| 177.91 | 111,371 | 6 | 2 | 11 10 | 9 6 | 3 | 1 | 3 | |
| 40.63 | 25,434 | 6 | 1 | 8 6 | 6 6 | 1 | 1 | 1 | |
| 74.56 | 631,201 | 7 | 8 | 24 7 | 9 13 | 10 | 1 | 11 | ⁵ One short stop. |
| 790.00 | | | 8 | 17 2 | 9 13 | | | | Texarkana, Ark., and Houston, Tex., R. P. O., also runs over this line between Texarkana, Ark., and Longview, Tex. |
| (⁶) | 244,593 | 7 | 3 | 23 9 | 9 0 | 5 | 1 | 70 | ⁶ 74.66 miles of route included in Texarkana and El Paso R. P. O. |
| (⁷) | | | | | | | | | ⁷ One short stop. |
| 237.50 | | | | | | | | | ⁸ 22.90 miles of route included in Texarkana and El Paso R. P. O. |
| 258.67 | 188,829 | 7 | 1 | 10 | 7 9 | 4 | 1 | 4 | |
| | | | 1 | 8 9 | 7 3 | | | | |
| | | | 1 | 11 8 | 7 9 | | | | |
| 172.91 | 126,224 | 7 | 3 | 17 9 | 9 13 | 3 | 1 | 3 | |
| 37 | 22,792 | 7 | 1 | 10 10 | 7 6 | 1 | 1 | 1 | |
| 50.42 | 31,562 | 6 | 1 | 11 | 6 | 1 | 1 | 1 | |
| 146.85 | 110,082 | 6 | 3 | 16 | 7 | 3 | 1 | 3 | |
| (⁹) | | | | | | | | | |
| (¹⁰) | 115,118 | 6 | 2 | 36 | 9 | 4 | 1 | 116 | ⁹ Covered by Columbus and Corning R. P. O. 29 miles. ¹⁰ Miles of route included in New York and Chicago R. P. O. |
| 142.95 | 127,303 | 6 | 2 | 20 | 8 7 | 4 | 1 | 4 | ¹¹ Two short stops running between Toledo, Ohio, and Quincy, Mich., and Chicago, Ill., and Elkhart, Ind. |
| 60.41 | | | | | | | | | |
| 125.38 | 88,487 | 6 | 1 | 12 8 | 7 6 | 2 | 1 | 2 | |
| | | | 3 | 16 | 9 | | | | |
| 192.35 | 108,860 | 6 | 2 | 12 | 6 | 4 | 1 | 4 | 260 days, 163.73 miles. 53 days, 223.73 miles. |
| 31.18 | | | | | | | | | [Wayne. |
| 203.10 | 298,150 | 13 | 3 | 50 | 10 | 4 | 3 | 1218 | ¹² Two short stops between Toledo and Fort |
| | | | 3 | 33 | 8 6 | 14 | 1 | 1 | ¹³ Night line. |

TABLE A¹.—Statement of railway postoffices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-------------|-------------------------------------------------------|-----------------------------------------|-----------------------------------------------------------|
| Toledo and Mansfield, Ohio. | 87.98 | 21043 | 5 | ..... | Toledo, Mansfield, Ohio .. | Pennsylvania Co. (North western Ohio). |
| Towanda and Bernice, Pa. | 28 | 8060 | 2 | ..... | Towanda, Bernice, Pa. ... | State Line and Sullivan. |
| Toner City and Lebanon, Pa. | 44 | 8059 | 2 | ..... | Lebanon, Toner City, Pa. | Philadelphia and Reading (Lebanon and Toner City Branch). |
| Townsend, Del., and Centreville, Md. | 36 | 10010 | 2 | ..... | Townsend, Del., Centreville, Md. | Queen Anne, Kent and Townsend. |
| Tracy City and Cowan, Tenn. | 22.31 | 19010 | 5 | ..... | Tracy City, Cowan, Tenn. | Tennessee Coal and Railroad Company. |
| Tracy, Minn., and Huron, Dak. | 136.40 | 26031 | 6 | ..... | Tracy, Minn., Pierre, Dak. | Chicago and Northwestern. |
| Trouton and Adrian, Mich. | 47.60 | 24036 | 9 | ..... | Grosse Ile, Mich., Fayette, Ohio. | Lake Shore and Michigan Southern. |
| | | 24001 | | | Toledo, Ohio, Detroit, Mich. | do |
| | | 24002 | | | Monroe, Adrian, Mich. | do |
| Turkey River and Wadena, Iowa. | 44.98 | 27039 | 6 | ..... | Turkey River, Wadena, Iowa. | Chicago, Milwaukee and Saint Paul. |
| Union City, Ind., Dayton, Ohio. | 47.48 | 21023 | 5 | ..... | Union City, Ind., Dayton, Ohio. | Dayton and Union |
| Urbana and Havana, Ill. | 103.14 | 23029 | 6 | ..... | Urbana, Havana, Ill. | Wabash, Saint Louis and Pacific. |
| Utica and Binghamton, N. Y. | 96 | 6040 | 2 | ..... | Chenango Forks, Norwich, N. Y. | Delaware, Lackawanna and Western. |
| | | 6041 | | | Utica, Norwich, N. Y. | do |
| | | 6065 | | | Syracuse, Binghamton, N. Y. | Syracuse, Binghamton and New York. |
| Utica and Randallville, N. Y. | 31 | 6057 | 2 | ..... | Utica, Smith Valley Station, N. Y. | Utica, Clinton and Binghamton. |
| Valley and Stromsburg, Nebr. | 90.78 | 34008 | 6 | ..... | Valley, Stromsburg, Nebr. | Omaha and Republican Valley. |
| Vanceborough and Bangor, Me. | 114.02 | 12 | 1, 5, 2, 4. | | Bangor, Vanceborough, Me. | European and North American. |
| Vicksburgh, Miss., and Monroe, La. | 76.16 | 30008 | 4 | ..... | Vicksburgh, Miss., Monroe, La. | Vicksburgh, Shreveport and Pacific. |
| Vilisca, Iowa, and Bigelow, Mo. | 69.87 | 27009 | 6 | ..... | Vilisca, Iowa, Burlington Junction, Mo. | Chicago, Burlington and Quincy. |
| | | 28044 | | | Bigelow, Burlington Junction, Mo. | Kansas City, St. Joseph and Council Bluffs. |
| Wabasha and Zumbrota, Minn. | 59.09 | 26022 | 6 | ..... | Wabasha, Zumbrota, Minn. | Chicago, Milwaukee and Saint Paul. |
| Wadesboro, N. C., and Florence, S. C. | 66.92 | 14008 | 4 | ..... | Florence, Cheraw, S. C. | Cheraw and Darlington. |
| | | 14014 | | | Cheraw, S. C., Wadesboro, N. C. | Cheraw and Salisbury. |
| Waldo and Ocala, Fla. | 47.26 | 16011 | 4 | ..... | Waldo, Ocala, Fla. | Peninsular |
| Walla Walla, Wash., and Portland, Oreg. | 158.00 | 44005 | 8 | ..... | The Dalles and Wallula | Oregon Railway and Navigation. |
| | | 43004 | 8 | | Walla Walla and Wallula | Walla Walla and Columbia River. |
| Washington, D. C., and Charlotte, N. C. | 381 | 11002 | 3 | 17, 19. | Alexandria, Lynchburgh, Va. | Virginia Midland... |
| | | 11016 | | 18, 20. | Lynchburgh, North Danville, Va. | do |
| | | 11006 | | | Richmond, Va., Charlotte, N. C. | Richmond and Danville. |
| | | 11018 | | | Washington, D. C., Alexandria, Va. | Washington and Alexandria. |
| Washington, D. C., and Richmond, Va. | 116 | 11001 | 3 | 1, 3, 9, 2, 4, 6. | Washington, D. C., Richmond, Va. | Richmond, Fredericksburgh and Potomac. |
| Washington and Knoxville, Iowa. | 78.83 | 27016 | 6 | ..... | Washington, Knoxville, Iowa. | Chicago, Rock Island and Pacific. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | Number of clerks to crew. | Total number of clerks at work on line. | | |
| 87.98. | 55,075 | 6 | 2 | 20 | 8 6 | 2 | 1 | 2 | | |
| 28 | 17,528 | 6 | 1 | 6 1 | 7 9 | 1 | 1 | 1 | | |
| 43.39 | 27,544 | 6 | 1 | 13 8 | 8 7 | 1 | 1 | 1 | | |
| 36.34 | 22,586 | 6 | 1 | 20 | 6 4 | 1 | 1 | 1 | | ¹ Car used partly for mail apartment and partly for baggage. |
| 22.31 | 13,966 | 6 | 1 | 6 | 3 | 1 | 1 | 1 | | |
| 136.40 | 99,572 | 7 | 3 | 16 | 7 6 | 2 | 1 | 2 | | |
| (¹) | 29,797 | 6 | 1 | 9 | 7 | 1 | 1 | 1 | | ² 24.90 miles of route included in Adrian and Fayette R. P. O. |
| (¹) | | | | | | | | | | ³ 1.10 miles of route (Trenton to Chandler) included in Detroit and Toledo R. P. O. |
| (¹) | | | | | | | | | | ⁴ 11.60 miles of route (Cerbis to Adrian) included in Monroe and Adrian R. P. O. |
| 44.98 | 28,157 | 6 | 1 | 7 10 | 7 3 | 1 | 1 | 1 | | |
| 47.48 | 29,722 | 6 | 1 | 11 | 7 4 | 1 | 1 | 1 | | |
| 103.14 | 64,565 | 6 | 1 | 10 6 | 6 9 | 2 | 1 | 2 | | |
| 30.60 | 60,096 | 6 | 1 | 17 | 7 2 | 2 | 1 | 2 | | |
| 54.50 | | | ⁵ 1 | 17 3 | 6 7 | | | | | ⁵ One reserve car. |
| (¹) | | | | | | | | | | ⁶ 11.27 miles covered by Syracuse and Binghamton R. P. O. |
| 31.40 | 38,812 | 12 | 1 | 16 6 | 6 11 | 1 | 1 | 1 | | |
| 90.78 | 56,828 | 6 | 2 | 12 | 6 6 | 2 | 1 | 2 | | |
| 114.02 | 142,753 | 13 | ⁷ 1 | 40 2 | 9 9 | 2 | 2 | 6 | | ⁷ Day line. |
| | | | ⁸ 1 | 18 3 | 9 2 | 2 | 1 | | | ⁸ Night line. |
| | | | ⁹ 1 | 21 1 | 9 1 | | | | | ⁹ Reserve car. |
| | | | | | | | | | | On the day run there are 2 men to a crew; on the night run there is 1 man to a car. |
| 76.16 | 55,596 | 7 | 1 | 9 | 8 6 | 2 | 1 | 2 | | |
| 37.48 | 43,738 | 6 | 1 | 10 11 | 6 11 | 1 | 1 | 1 | | |
| 32.39 | | | | | | | | | | |
| 50.09 | 36,990 | 6 | 1 | 7 | 5 10 | 1 | 1 | 1 | | |
| 40.90 | 41,891 | 6 | 1 | 13 6 | 8 3 | 1 | 1 | 1 | | |
| 26.02 | | | | | | | | | | |
| 47.26 | 29,584 | 6 | 1 | 11 6 | 6 10 | 1 | 1 | 1 | | |
| 126.32 | 99,108 | 6 | 2 | 19 2 | 9 | 4 | 1 | 4 | | "The Railway Mail Service Designation" includes 117 miles additional by "Steamboat Service" between Portland and The Dalles, on route 44089. |
| 32.00 | | | | | | | | | | |
| 167 | 566,260 | 14 | 10 | 49 6 | 9 4 | 10 | 2 | 10 ³⁴ | | ¹⁰ 8 short stops between Washington, D. C., and Danville, Va.; 0 short stops between Washington, D. C., and Charlottesville, Va. |
| 65 | | | | | | | | | | |
| 142 | | | | | | | | | | |
| (¹¹) | | | | | | | | | | ¹¹ Covered by Washington and Richmond R. P. O. 7 miles. |
| 116 | 241,976 | 20 | 1 | 46 3 | 8 8 | 6 | (¹²) | 20 | | ¹² 2 crews have 4 men each, and 4 crews have 3 men each. |
| 78.83 | 49,347 | 6 | 1 | 17 6 | 9 4 | 2 | 1 | 2 | | Clerks of this line run between Davenport, Iowa, and Washington, Iowa (63.50 miles) as helpers with Davenport, Iowa, and Cameron, Mo., R. P. O. |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal care are paid for, in <i>italics</i> .) | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, termini of route. | Corporate title of company. |
|---------------------------------------------------------------------------------------------------------|------------------------|------------------|------------------|-------------------------------------------------------|---------------------------------------------------------------------|-----------------------------------------------------------------|
| Washington, Pa. and Wheeling, W. Va. | 32 | 8040 | 2 | ..... | Washington, Pa., Wheeling, W. Va. | Baltimore and Ohio, (Wheeling, Pittsburg and Baltimore Branch). |
| Watertown and Madison, Wis. | 39.05 | 25005 | 6 | ..... | Watertown, Madison, Wis. | Chicago, Milwaukee and Saint Paul. |
| Wausau and Milwaukee, Wis. | 212.02 | 25018 | 6 | ..... | Milwaukee, Two Rivers, Wis. | Milwaukee, Lake Shore and Western. |
| | | 25018 (Br.) | | | Manitowoc, Wausau, Wis. | do |
| Way Cross and Albany, Ga. | 165.24 | 15018 | 4 | ..... | Way Cross, Albany, Ga. | Savannah, Florida and Western. |
| Weir and Cherryvale, Kans. | 50.33 | 33024 | 7 | ..... | Cherryvale, Weir, Kans. | Kansas City, Fort Scott and Gulf. |
| Wells River and Montpelier, Vt. | 38.80 | 2012 | 1 | ..... | Wells River, Montpelier, Vt. | Montpelier and Wells River. |
| Wellsville, N. Y., and Eldred, Pa. | 32 | 6049 | 2 | ..... | Wellsville, N. Y., Eldred, Pa. | Bradford, Eldred and Cuba. |
| West Lebanon, Ind., and Leroy, Ill. | 76.50 | 23058 | 6 | ..... | West Lebanon, Ind., Leroy, Ill. | Wabash, Saint Louis and Pacific. |
| West Point and Richmond, Va. | 38 | 11007 | 3 | ..... | Richmond, West Point, Va. | Richmond, York River and Charlotte. |
| West Winsted and Bridgeport, Conn. | 62.03 | 5011 | 1 | ..... | Bridgeport, Winsted, Conn. | Naugatuck |
| White Cloud and Grand Rapids, Mich. | 47.03 | 24026 | 9 | ..... | Grand Rapids, White Cloud, Mich. | Chicago and West Michigan. |
| White Heath and Decatur, Ill. | 35.15 | 23077 | 6 | ..... | White Heath, Decatur, Ill. | Wabash, Saint Louis and Pacific. |
| White River Junction, Vt., and Springfield, Mass. | 127.69 | 3067 | 1 | ..... | Springfield, Mass., South Junction, Vt. (n. o.). | Connecticut River |
| | | 3062 | | | Miller's Falls, Mass., Brattleboro, Vt. | Central Vermont. |
| | | 2005 | | | Brattleboro, Bellows Falls, Vt. | Vermont Valley |
| | | 2004 | | | Bellows Falls, Windsor, Vt. | Sullivan |
| | | 2002 | | | Windsor, Essex Junction, Vt. | Central Vermont |
| Whiting, Ala., and Pensacola, Fla. | 45.29 | 16003 | 4 | ..... | Whiting, Ala., and Pensacola, Fla. | Pensacola. |
| Willimantic and New Haven, Conn. | 54.62 | 5014 | 1 | 3, 8..... | New Haven, Willimantic, Conn. | Boston and New York Air Line. |
| Williamsburgh, Mass., and New Haven, Conn. | 85.17 | 5010 | 1 | ..... | New Haven, Conn., Williamsburgh, Mass. | New Haven and Northampton. |
| Williamsport, Pa., and Baltimore, Md. | 180 | 8022 10002 | 2 73 68.. | | Sunbury, Erie, Pa. Baltimore, Md., Sunbury, Pa. | Northern Central |
| Williamsport and Port Clinton, Pa. | 121 | 8014 | 2 | ..... | Port Clinton, Williamsport, Pa. | do |
| Willows and Davisville, Cal. | 74.39 | 46022 | 8 | ..... | Willows, Davisville, Cal. | Philadelphia and Reading (Catawissa and Williamsport Branch). |
| Wilmington, N. C., and Charleston, S. C. | 212 | 14002 14005 | 4 1, 2, 4. (Pt.) | | Wilmington, N. C., Florence, S. C. Florence, Charleston, S. C. | Northern |
| | | | | | | Wilmington, Columbia and Augusta. |
| | | | | | | Northeastern of South Carolina. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | Number of railway post-office cars or cars in which are mail apartments. | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|-------------------|--------------------------|---------------------------------------------|--------------------------------------------------------------------------|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 32.49 | 20,032 | 6 | 1 | 8 2 | 8 8 | 1 | 1 | 1 | |
| 39.05 | 24,445 | 6 | 1 | 13 7 | 7 5 | 1 | 1 | 1 | |
| 77.75 | 132,724 | 6 | 13 | 14 | 7 10 | 4 | 1 | 4 | ¹ One car in reserve. |
| 134.27 | | | | | | | | | |
| 165.24 | 120,625 | 7 | 1 | 12 6 | 8 2 | 3 | 1 | 3 | Closed mails in care of conductor from Way Cross to Dupont, 6 round trips per week. |
| 50.33 | 31,506 | 6 | 1 | 12 5 | 8 | 1 | 1 | 1 | |
| 38.80 | 34,288 | 6 | ² 2 | 4 11 | 8 9 | 1 | 1 | 1 | ² One of these cars is held as a reserve car. |
| 32.44 | 20,032 | 6 | ² 2 | 12 6 | 5 0 | 1 | 1 | 1 | ³ Reserve cars. |
| 76.50 | 47,889 | 6 | 1 | 7 10 | 6 6 | 2 | 1 | 2 | |
| 38 | 23,788 | 6 | 1 | 10 6 | 6 9 | 1 | 1 | 1 | |
| 62.03 | 77,661 | 12 | 1 | 15 10 | 5 10 | 2 | 1 | 43 | ⁴ Relief clerk to one man once in 4 weeks; also relieves Danville and South Norwalk once in 4 weeks; New Hartford and Farmington, once in 8 weeks; Litchfield and Bethel clerks once in 8 weeks. The other clerk is relieved once in 4 weeks. (See column of remarks, Hartford and Millerton R. P. O.) |
| | | | ¹ 1 | 15 6 | 6 6 | | | | |
| | | | ⁵ 1 | 13 | 6 6 | | | | ⁵ Reserve car. |
| 47.03 | 29,440 | 6 | 1 | 12 | 6 | 1 | 1 | 1 | |
| 35.15 | 22,003 | 6 | 1 | 8 | 7 4 | 1 | 1 | 1 | |
| (⁶) | 79,933 | 6 | ⁷ 2 | 23 6 | 6 6 | 2 | 1 | 2 | ⁶ Covered by Newport and Springfield P. P. O. 52.94 miles. |
| (⁷) | | | ⁸ 1 | 16 6 | 6 4 | | | | ⁷ One of these cars is held as a reserve car. |
| (¹⁰) | | | ⁹ 1 | 18 | 6 6 | | | | ⁸ Covered by Brattleboro' and Palmer R. P. O. 10.28 miles. |
| (¹¹) | | | | | | | | | ⁹ Reserve cars. |
| (¹²) | | | | | | | | | ¹⁰ Covered by Newport and Springfield R. P. O. 24.02 miles. |
| | | | | | | | | | ¹¹ Covered by Newport and Springfield R. P. O. 26.32 miles. |
| | | | | | | | | | ¹² Covered by Newport and Springfield R. P. O. 14.13 miles. |
| 45.29 | 28,351 | 6 | 1 | 12 | 9 | 1 | 1 | 1 | The Keene and Springfield clerk runs from West Northfield to Springfield, Mass., with this clerk. |
| 51.62 | 34,192 | 6 | 1 | 13 6 | 6 11 | 1 | 1 | 132 | Closed mails in care of conductor from Whiting to Pensacola, 7 round trips per week. |
| | | | ¹⁴ 1 | 10 5 | 6 10 | | | | ¹³ One relief clerk; also, relieves New London and New Haven and New Haven and New York clerks. |
| 85.17 | 106,632 | 12 | 1 | 15 5 | 6 10 | 3 | 1 | 3 | ¹⁴ Reserve car. |
| | | | 1 | 15 5 | 6 7 | | | | |
| 39.60 | 112,680 | 6 | ¹⁵ 1 | 14 10 | 6 7 | | | | ¹⁵ Reserve car. |
| 140.70 | | | ¹⁶ 3 | 40 | 8 4 | 3 | 3 | 1710 | ¹⁶ Two reserve cars. |
| | | | ¹⁷ 1 | 45 | 8 4 | | | | ¹⁷ One short stop between Williamsport and Harrisburg. |
| 121.13 | 75,746 | 6 | ¹⁸ 1 | 14 | 8 6 | 2 | 1 | 2 | ¹⁸ One reserve car. |
| | | | 2 | 11 6 | 8 6 | | | | |
| 74.29 | 46,568 | 6 | 2 | 8 9 | 8 11 | 2 | 1 | 2 | |
| 110 | 309,520 | 14 | 3 | 42 | 8 6 | 3 | 1 | 11 | |
| 102 | | | 1 | 42 6 | 8 10 | 4 | 2 | | |
| | | | 1 | 44 6 | 8 6 | | | | |

TABLE A¹.—Statement of railway post-offices in operation

| Designation of railway post-office. (Lines upon which postal cars are paid for, in italics). | Distance run in miles. | Number of route. | Division. | Number of train on monthly schedule of through mails. | Contract designation, terminal of route. | Corporate title of company. |
|-------------------------------------------------------------------------------------------------|------------------------|------------------|-----------|-------------------------------------------------------|------------------------------------------|-----------------------------------------|
| Wilmington and Charlotte, N. C. | 187 | 13003 | 3 | ..... | Wilmington, Charlotte, N. C. | Carolina Central |
| Wilmington, Del., and Landenburgh, Pa. | 21 | 9505 | 2 | ..... | Wilmington, Del., Landenburgh, Pa. | Delaware Western |
| Wilton Junction and Council Bluffs, Iowa. | 292.30 | 27014 | 6 | 137, 142 | Davenport, Missouri River, Iowa. | Chicago, Rock Island and Pacific. |
| Winchendon and Palmer, Mass. | 49.07 | 3030 | 1 | ..... | Palmer, Winchendon, Mass. | Boston and Albany |
| Winchendon and Worcester, Mass. | 37.02 | 3057 | 1 | ..... | Worcester, Winchendon, Mass. | Boston, Barre and Gardner. |
| Winona and Sleepy Eye, Minn. | 180.56 | 26015 | 6 | ..... | Winona, Saint Peter, Minn. | Chicago and Northwestern. ....do |
| | | 26014 | | | Saint Peter, Watertown, Minn. |do |
| Woodman, Wis., and Galena, Ill. | 110.63 | 25025 | 6 | ..... | Galena, Ill., Woodman, Wis. |do |
| | | 25042 | | | Lancaster Junction, Lancaster, Wis. |do |
| | | 25043 | | | Plattville Junction, Plattville, Wis. |do |
| Worcester, Mass., and Norwich, Conn. | 60.60 | 5001 | 1 | ..... | Norwich, Conn., Worcester, Mass. | New York and New England. |
| Worcester, Mass., and Providence, R. I. | 43.92 | 4001 | 1 | ..... | Providence, R. I., Worcester, Mass. | Providence and Worcester. |
| Worthington, Minn., and Sioux Falls, Dak. | 63.07 | 26020 | 6 | ..... | Worthington, Minn., Salem, Dak. | Chicago, Saint Paul and Omaha. |
| Xenia, Ohio, and Richmond, Ind. | 59.05 | 21011 | 5 | ..... | Xenia, Dayton, Ohio | Pittsburgh, Cincinnati and Saint Louis. |
| | | 21030 | | | Dayton, Ohio, Richmond, Ind. |do |
| Yates City and Rushville, Ill. | 63.92 | 23008 | 6 | ..... | Rushville, Yates City, Ill. | Chicago, Burlington and Quincy. |
| York and Delta, Pa. | 35 | 8092 | 2 | ..... | York, Delta, Pa. | Poach Bottom |
| Ypsilanti and Bankers, Mich. | 65.50 | 24024 | 9 | ..... | Ypsilanti, Bankers, Mich. | Lake Shore and Michigan Southern. |

in the United States on June 30, 1882—Continued.

| Miles of route. | Annual miles of service. | Number of round trips with clerks per week. | | Number of railway post-office cars or cars in which are mail apartments. | | Dimensions of cars or apartments. | | Number of crews. | Number of clerks to crew. | Total number of clerks at work on line. | Remarks. |
|---------------------|--------------------------|---------------------------------------------|----|--------------------------------------------------------------------------|----|-----------------------------------|-------------------------|------------------|---------------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | | | Length, feet and inches. | Width, feet and inches. | | | | |
| 187 | 117,062 | 6 | 3 | 14 | 7 | 3 | 1 | 3 | | | |
| 20.52 | 13,146 | 6 | 12 | 7 | 6 | 6 | 10 | 1 | 1 | 1 | ¹ One reserve car. |
| ² 283.60 | 182,979 | 6 | 13 | 50 | 9 | 4 | 4 | 2 | 8 | | ² Difference in distance (28.70 miles) covered by Chicago, Ill., and Iowa City, Iowa, R. P. O. ³ Cars run through between Chicago, Ill., and Council Bluffs, Iowa, covering Chicago, Ill., and Iowa City, Iowa, R. P. O. ⁴ One of these cars is held as a reserve car. |
| 49.67 | 31,093 | 6 | 12 | 9 | 6 | 6 | 1 | 1 | 1 | 1 | ⁵ Covered by Peterborough and Worcester R. P. O. 37.92 miles. ⁶ Reserve car. |
| (⁵) | 23,737 | 6 | 1 | 8 | 6 | 6 | 1 | 1 | 1 | 1 | ⁷ Cars run between Elroy, Wis., and Sleepy Eye, Minn., covering Elroy, Wis., and Winona, Minn., R. A. |
| 145.15 | 118,664 | 6 | 1 | 16 | 7 | 7 | 3 | 1 | 8 | | |
| 44.41 | | | 1 | 15 | 3 | 7 | 7 | | | | |
| 76.27 | 69,254 | 6 | 2 | 8 | 6 | | 2 | 1 | 2 | | |
| ⁸ 12.34 | | | 1 | 10 | 11 | 5 | 11 | | | | ⁹ Postal clerks cover this distance twice daily except Sundays, running from Lancaster Junction to Lancaster, Wis., and from Plattville Junction to Plattville, Wis., and return on their trips north and south. |
| ⁸ 4.84 | | | | | | | | | | | ¹⁰ Reserve. |
| 60.69 | 37,991 | 6 | 1 | 12 | 2 | 7 | 1 | 1 | 1 | 1 | ¹¹ Reserve car. This clerk is relieved once in 4 weeks. (See column of remarks, Boston and Willimantic R. P. O.) |
| 43.92 | 54,987 | 12 | 1 | 12 | 8 | 6 | 2 | 2 | 1 | 13 | ¹² Reserve car. |
| 63.07 | 39,481 | 6 | 1 | 14 | 5 | 6 | 2 | | | | |
| 16.80 | 36,965 | 6 | 1 | 13 | 9 | 6 | | | | | |
| 12.16 | | | 1 | 11 | 9 | 9 | 4 | 1 | 1 | 1 | |
| 63.92 | 40,013 | 6 | 1 | 15 | 3 | 8 | 4 | 1 | 1 | 1 | |
| 36.24 | 21,910 | 6 | 1 | 13 | 8 | 7 | 6 | 1 | 1 | 1 | ¹³ Reserve car. |
| 65.50 | 41,003 | 6 | 1 | 8 | 7 | 7 | | 1 | 1 | 1 | |

TABLE A1.—Statement of railway post-offices in operation in the United States on June 30, 1882.

RECAPITULATION.

| Division. | Number of railway post-office lines. | Number of crews. | Number of railway postal clerks on lines.* | Miles run by clerks. | Miles of railroad over which service of clerks run. | Annual miles of railroad service performed by clerks. | Number of cars and apartments. | | | | Total number of letters and pieces of ordinary mail matter handled. | Total registered packages handled. | Total pouches handled. |
|--------------|--------------------------------------|------------------|--------------------------------------------|----------------------|-----------------------------------------------------|-------------------------------------------------------|--------------------------------|------------------------|-------------------|-----------------------|---------------------------------------------------------------------|------------------------------------|------------------------|
| | | | | | | | Whole cars in use. | Whole cars in reserve. | Apartment in use. | Apartment in reserve. | | | |
| First..... | 78 | 180 | 323 | 6,744.60 | 4,874.80 | 5,983,617 | 16 | 1 | 116 | 60 | 183 | 1,138,791 | 60,302 |
| Second..... | 148 | 272 | 443 | 11,677.00 | 10,134.84 | 9,456,950 | 33 | 4 | 228 | 88 | 353 | 2,185,738 | 96,481 |
| Third..... | 39 | 103 | 159 | 4,677.00 | 4,462.00 | 4,039,776 | 33 | ... | 69 | ... | 102 | 1,019,087 | 45,910 |
| Fourth..... | 59 | 162 | 203 | 8,200.25 | 7,941.63 | 6,749,834 | 25 | ... | 118 | ... | 143 | 1,251,741 | 33,991 |
| Fifth..... | 114 | 327 | 522 | 16,845.34 | 13,933.70 | 12,473,416 | 59 | ... | 185 | ... | 254 | 1,974,860 | 129,910 |
| Sixth..... | 181 | 458 | 659 | 24,417.98 | 22,849.56 | 16,621,665 | 75 | ... | 230 | 52 | 394 | 3,065,270 | 53,098 |
| Seventh..... | 86 | 258 | 347 | 15,634.68 | 14,895.92 | 11,746,117 | 30 | 2 | 185 | 23 | 240 | 2,027,973 | 42,649 |
| Eighth..... | 22 | 69 | 89 | 4,108.44 | 4,058.03 | 3,016,883 | 18 | ... | 30 | ... | 48 | 104,927.780 | 8,012 |
| Ninth..... | 42 | 135 | 377 | 5,981.73 | 4,714.55 | 5,653,080 | 29 | 10 | 58 | 10 | 107 | 839,944 | 100,150 |
| Total..... | 769 | 1,964 | 3,122 | 98,297.02 | 87,865.03 | 75,741,438 | 318 | 24 | 1,229 | 233 | 1,804 | 8,433,390,480 | 570,483 |

* Not including details as chief clerks, transfer clerks, and for clerical duty, and running upon steamboats.

| | |
|-----------------------------------------------------------------------------------------------|------------|
| Total miles of railroad route (including terminal distances from depots to post-offices)..... | 100,548 |
| Total miles of railroad route over which railway postal clerks run..... | 87,865 |
| Total miles of railroad route upon which there is no railway postal service by clerks..... | 12,683 |
| Total annual miles of railway service by postal clerks..... | 75,741,438 |
| Total annual miles of railway service, express mails and closed pouches..... | 38,233,860 |
| Average annual distance run by each postal clerk..... | 38,504 |

The divisions are constituted as follows: 1st division, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut; 2d division, New York, New Jersey, Pennsylvania, Delaware, and the Eastern Shore of Maryland; 3d division, Maryland (excluding the Eastern Shore), Virginia, West Virginia, North Carolina, and the District of Columbia; 4th division, South Carolina, Georgia, Florida, Alabama, Mississippi, and Louisiana; 5th division, Ohio, Indiana, Kentucky, and Tennessee; 6th division, Wisconsin, Illinois, Iowa, Nebraska, Minnesota, Upper Peninsula of Michigan, and the Territories of Dakota and Wyoming; 7th division, Missouri, Kansas, Nebraska, Texas, Colorado, and the Indian Territory and Territory of New Mexico; 8th division, California, Nevada, Oregon, and the Territories of Alaska, Arizona, Idaho, Montana, Utah, and Washington; 9th division, the through mails via Buffalo, Suspension Bridge, Toledo, and Detroit, the lines of the Lake Shore and Michigan Southern Railroad, and the Lower Peninsula of Michigan.

TABLE B'.—Comparative statement of the railway mail service, 1830 to 1882.

| Fiscal year ending June 30— | Miles of railroad in the United States. | Miles of railroad upon which mail was carried. | Miles of annual transportation of mail by railroads. | Annual cost of railroad mail transportation. | Number of employes of railway mail service. | Annual expenditure for all employes of the railway mail service. |
|-----------------------------|-----------------------------------------|------------------------------------------------|------------------------------------------------------|----------------------------------------------|---------------------------------------------|------------------------------------------------------------------|
| 1830. | 23 | | | | | |
| 1831. | 95 | | | | | |
| 1832. | 229 | | | | | |
| 1833. | 380 | | | | | |
| 1834. | 633 | 78 | | | | |
| 1835. | 1,098 | | | | | |
| 1836. | 1,273 | | *1,878,290 | | | |
| 1837. | 1,497 | 974 | *1,798,024 | *307,444 | | |
| 1838. | 1,913 | | *2,413,090 | *410,488 | | |
| 1839. | 2,302 | | *3,396,055 | *520,602 | | |
| 1840. | 2,818 | | *3,889,053 | *595,353 | | |
| 1841. | 3,535 | | *3,946,450 | *585,843 | | |
| 1842. | 4,026 | 3,091 | *4,424,262 | 432,568 | | \$22,987 |
| 1843. | 4,185 | | *5,692,402 | *733,687 | | 28,065 |
| 1844. | 4,377 | 3,714 | *5,747,355 | 531,752 | | 29,744 |
| 1845. | 4,683 | | *6,484,592 | *843,430 | 43 | 37,513 |
| 1846. | 4,930 | 4,092 | *7,781,828 | *870,570 | | 42,406 |
| 1847. | 5,598 | 4,402 | 4,170,493 | 597,475 | 186 | 46,153 |
| 1848. | 5,996 | 4,735 | 4,327,400 | 64,192 | | 54,063 |
| 1849. | 7,365 | 5,497 | 4,861,177 | 635,740 | | 61,512 |
| 1850. | 9,021 | 6,886 | 6,524,593 | 818,227 | | 107,042 |
| 1851. | 10,982 | 8,255 | 8,364,503 | 985,019 | 148 | 145,697 |
| 1852. | 12,908 | 10,146 | 11,082,768 | 1,275,520 | 185 | 196,936 |
| 1853. | 15,360 | 12,415 | 12,986,705 | 1,601,329 | 235 | 176,722 |
| 1854. | 16,720 | 14,440 | 15,433,889 | 1,758,610 | 257 | 197,090 |
| 1855. | 18,374 | 18,333 | 19,202,469 | 2,073,089 | 348 | 254,498 |
| 1856. | 22,016 | 20,323 | 21,809,290 | 2,310,369 | 394 | 287,187 |
| 1857. | 24,503 | 22,530 | 24,267,944 | 2,559,847 | 451 | 339,368 |
| 1858. | 26,968 | 24,431 | 25,763,452 | 2,828,301 | 491 | 392,739 |
| 1859. | 28,789 | 26,010 | 27,268,384 | 3,243,974 | 548 | 429,175 |
| 1860. | 30,635 | 27,129 | 27,653,749 | 3,349,662 | 582 | 405,819 |
| 1861. | 31,280 | 122,018 | 123,116,823 | 12,543,709 | 1427 | 1314,179 |
| 1862. | 33,170 | 121,338 | 122,777,219 | 12,408,115 | 1474 | 1205,823 |
| 1863. | 33,008 | 122,152 | 122,871,558 | 12,536,517 | 1525 | 1324,524 |
| 1864. | 35,085 | 122,616 | 123,301,942 | 12,567,044 | 1572 | 1352,701 |
| 1865. | 36,801 | 123,401 | 124,087,568 | 12,707,421 | 1612 | 1342,071 |
| 1866. | 39,250 | 32,692 | 30,609,467 | 3,391,592 | 702 | 542,401 |
| 1867. | 42,229 | 34,015 | 32,437,000 | 3,812,600 | 827 | 739,680 |
| 1868. | 42,229 | 36,018 | 34,846,178 | 4,177,126 | 895 | 839,975 |
| 1869. | 46,844 | 39,537 | 41,399,284 | 4,723,690 | 1,129 | 973,560 |
| 1870. | 52,914 | 43,727 | 47,551,970 | 5,126,901 | 1,106 | 1,109,140 |
| 1871. | 60,283 | 49,834 | 55,557,048 | 5,721,979 | 1,382 | 1,441,020 |
| 1872. | 66,171 | 57,911 | 62,491,749 | 6,502,771 | 1,647 | 1,709,546 |
| 1873. | 70,278 | 63,457 | 65,621,445 | 7,257,196 | 1,895 | 1,958,876 |
| 1874. | 72,383 | 67,734 | 72,460,545 | 8,580,663 | 2,175 | 2,188,330 |
| 1875. | 74,096 | 70,083 | 75,154,910 | 9,216,518 | 2,242 | 2,410,490 |
| 1876. | 76,808 | 72,348 | 77,741,172 | 9,543,134 | 2,415 | 2,504,140 |
| 1877. | 79,089 | 74,546 | 85,358,710 | 9,053,936 | 2,506 | 2,844,846 |
| 1878. | 81,776 | 77,120 | 92,120,305 | 9,586,595 | 2,608 | 2,979,013 |
| 1879. | 86,497 | 79,981 | 93,092,962 | 9,792,589 | 2,609 | 3,024,890 |
| 1880. | 93,671 | 85,320 | 96,497,463 | 10,648,986 | 2,946 | 3,050,980 |
| 1881. | 104,813 | 91,569 | 103,521,229 | 11,963,117 | 3,177 | 3,108,801 |
| 1882. | 111,563 | 100,563 | 113,995,518 | 13,127,715 | 3,570 | 3,486,779 |

* Including steamboat service, no separate report.

† Service suspended in Southern States.

‡ Including mail-messenger service.

* This column is taken from Poor's Manual, and is made up to the end of the calendar year. The other columns represent the state of the service at the close of each fiscal year.

The cost of service and of employes of the railway mail service is taken from the reports of the Second Assistant Postmaster-General.

TABLE C'.—Statement of mail distributed en route on the cars by railway postal clerks during the fiscal year ended June 30, 1882.

| Division. | Number of letter packages distributed. | Whole number of letters distributed. | Number of sacks of second, third, and fourth class matter distributed. | Whole number of pieces of second, third, and fourth class matter distributed. | Whole number of letters and pieces of other mail matter distributed. | Number of packages and cases of registered matter. | Number of through registered pouches. |
|--------------|----------------------------------------|--------------------------------------|------------------------------------------------------------------------|-------------------------------------------------------------------------------|----------------------------------------------------------------------|----------------------------------------------------|---------------------------------------|
| First..... | 5,338,997 | 213,559,880 | 649,788 | 97,468,200 | 311,028,080 | 1,128,791 | 60,302 |
| Second..... | 6,737,307 | 269,492,280 | 993,823 | 149,078,450 | 418,565,780 | 2,185,738 | 96,461 |
| Third..... | 2,762,965 | 110,519,400 | 541,166 | 81,174,900 | 191,094,300 | 1,019,087 | 45,910 |
| Fourth..... | 3,015,428 | 120,617,120 | 488,179 | 73,226,850 | 193,843,970 | 1,351,741 | 33,991 |
| Fifth..... | 9,140,420 | 365,616,800 | 1,662,432 | 249,364,800 | 614,981,900 | 1,974,890 | 129,910 |
| Sixth..... | 11,750,485 | 470,019,400 | 1,772,637 | 265,895,550 | 735,914,950 | 3,065,270 | 53,096 |
| Seventh..... | 7,762,072 | 310,482,880 | 1,184,411 | 176,661,650 | 487,144,530 | 2,027,973 | 42,649 |
| Eighth..... | 1,662,486 | 66,499,440 | 256,189 | 38,428,350 | 104,927,790 | 639,876 | 8,012 |
| Ninth..... | 5,710,167 | 228,406,680 | 979,219 | 146,882,850 | 375,289,530 | 930,944 | 100,159 |
| Total... | 53,880,347 | 2,155,213,880 | 8,527,844 | 1,278,176,000 | 3,433,390,480 | 14,234,310 | 570,483 |

Whole number of pieces of mail handled in 1882 3,433,390,480
 Whole number of pieces of mail handled in 1881 2,853,280,070

Increase 580,110,410

Percentage of increase, 1882 over 1881, 20.33.

Percentage of increase, 1881 over 1880, 7.33.

Packages, pouches, and cases of registered matter handled in 1882 14,804,793

Packages, pouches, and cases of registered matter handled in 1881 12,028,745

Increase 2,776,048

Percentage of increase, 1882 over 1881, 23.00.

Percentage of increase, 1881 over 1880, 2.78.

TABLE D'.—Statement of errors made by the railway postal clerks during the fiscal year ended June 30, 1882.

| Division. | Number of incorrect slips returned. | Number of errors on incorrect slips. | Missent. | | | Misdirected. | | | Number of errors checked against other employees. | |
|--------------|-------------------------------------|--------------------------------------|----------------------------|--------------------|------------------|--------------------------------|----------------------------|--------------------|---------------------------------------------------|------------------|
| | | | Number of letter packages. | Number of pouches. | Number of sacks. | Number of registered packages. | Number of letter packages. | Number of pouches. | | Number of sacks. |
| First..... | 13,282 | 21,389 | 1,055 | 641 | 163 | 43 | 25 | 62 | 30 | 39,165 |
| Second..... | 33,053 | 61,829 | 526 | 575 | 184 | 13 | 92 | 35 | 13 | 105,942 |
| Third..... | 18,201 | 35,465 | 201 | 8 | 24 | 45 | 41 | 1 | 43 | 56,721 |
| Fourth..... | 32,024 | 59,736 | 656 | 156 | 46 | 39 | 69 | 30 | 43 | 125,561 |
| Fifth..... | 104,487 | 214,520 | 1,367 | 161 | 219 | 148 | 257 | 51 | 85 | 698,661 |
| Sixth..... | 88,428 | 180,508 | 1,665 | 395 | 116 | 73 | 442 | 96 | 151 | 344,382 |
| Seventh..... | 68,472 | 131,873 | 1,890 | 425 | 330 | 244 | 229 | 8 | 26 | 288,623 |
| Eighth..... | 4,028 | 5,815 | 88 | | 1 | 3 | 23 | | | 32,821 |
| Ninth..... | 72,294 | 191,354 | 1,563 | 1,279 | 229 | 52 | 199 | 37 | 70 | 59,431 |
| Total..... | 434,269 | 902,489 | 9,001 | 3,640 | 1,312 | 559 | 1,377 | 320 | 441 | 1,671,386 |

* Including 12 registered pouches.

† Including 5 registered pouches.

RECAPITULATION.

| | |
|---------------------------------------------------------------------------------|------------------|
| Number of letters and pieces of other mail distributed in 1882..... | 3, 433, 390, 480 |
| Number of errors made in the distribution of the same..... | 902, 489 |
| Number of letters and pieces of other mail distributed to each error, 1882..... | 9, 805 |
| Number of letters and pieces of other mail distributed to each error, 1881..... | 3, 624 |
| Percentage of correct distribution, 1882..... | 99.97+ |
| Percentage of correct distribution, 1881..... | 99.97+ |

TABLE E¹.—Statement of errors in the distributing and forwarding of mails by post-offices during the fiscal year ended June 30, 1882.

| Division. | Number of incorrect alips. | Number of errors on in-correct alips. | Missent. | | | Misdirected. | | |
|--------------|----------------------------|---------------------------------------|----------------------------|--------------------|------------------|--------------------------------|----------------------------|--------------------|
| | | | Number of letter packages. | Number of pouches. | Number of sacks. | Number of registered packages. | Number of letter packages. | Number of pouches. |
| First..... | 14, 216 | 24, 001 | 240 | 27 | 4 | 16 | 74 | 10 |
| Second..... | 76, 709 | 180, 545 | 758 | 10 | 7 | 18 | 581 | 46 |
| Third..... | 14, 495 | 33, 118 | 162 | 4 | 10 | 3 | 103 | 7 |
| Fourth..... | 9, 418 | 16, 973 | 135 | 17 | 10 | 9 | 60 | 8 |
| Fifth..... | 8, 405 | 15, 722 | 100 | 3 | 3 | 3 | 68 | 2 |
| Sixth..... | 39, 854 | 62, 691 | 425 | 40 | 8 | 2 | 181 | 33 |
| Seventh..... | 26, 369 | 53, 633 | 616 | 228 | 61 | *195 | 65 | 12 |
| Eighth..... | 7, 083 | 9, 203 | 106 | 1 | 7 | 13 | 22 | 10 |
| Ninth..... | 6, 093 | 9, 860 | 168 | 68 | 18 | 16 | 76 | 8 |
| Total..... | 202, 642 | 405, 746 | 2, 710 | 396 | 128 | 275 | 1, 230 | 157 |

* Including 5 through registered pouches.

TABLE F¹.—Statement of case examinations of permanent railway postal clerks for the fiscal year ended June 30, 1882.

| Division. | Number of examinations. | Number of cards handled. | Number of cards correct. | Number of cards incorrect. | Number of cards not known. | Average per cent. correct. | Highest individual per cent. correct. | Lowest individual per cent. correct. |
|--------------|-------------------------|--------------------------|--------------------------|----------------------------|----------------------------|----------------------------|---------------------------------------|--------------------------------------|
| First..... | 550 | 311, 554 | 301, 607 | 9, 482 | 465 | 96.80 | 100.00 | 70.84 |
| Second..... | 463 | 1, 056, 736 | 648, 389 | 89, 600 | 318, 738 | 61.35 | 99.80 | 15.78 |
| Third..... | 132 | 116, 771 | 98, 620 | 9, 076 | 9, 076 | 84.45 | 99.31 | 24.33 |
| Fourth..... | 418 | 189, 278 | 182, 744 | 5, 045 | 1, 489 | 96.54 | 100.00 | 64.80 |
| Fifth..... | 420 | 338, 594 | 290, 998 | 21, 541 | 26, 055 | 85.90 | *99.50 | 41.90 |
| Sixth..... | 213 | 244, 279 | 227, 454 | 9, 311 | 7, 514 | 93.11 | (†) | (†) |
| Seventh..... | 252 | 195, 172 | 170, 993 | 17, 163 | 7, 016 | 87.60 | 100.00 | 32.00 |
| Eighth..... | 28 | 43, 543 | 43, 031 | 106 | 406 | 98.82 | 100.00 | 90.04 |
| Ninth..... | 422 | 644, 703 | 455, 598 | 47, 403 | 141, 702 | 70.66 | 100.00 | 1.60 |
| Total..... | 2, 898 | 8, 140, 630 | 2, 419, 943 | 208, 736 | 512, 460 | 77.05 | | |

* On a distribution of 5,500 cards.

† Not reported.

TABLE G'.—Statement of case examinations of railway postal clerks during probation for the fiscal year ended June 30, 1892.

| Divisions. | Number of probationary ap- pointments. | Number of examinations. | Number of cards handled. | Number of cards correct. | Number of cards incorrect. | Number of cards not known. | Average per cent. correct. | Number of probationers who received permanent ap- pointments. | Average per cent. correct during probation made by those permanently ap- pointed. | Number dropped during pro- bation, including those permitted to resign. | Percentage of probationary appointees who failed to pass final examinations. | Average per cent. cards cor- rect of those dropped. | Highest individual per cent. correct. | Lowest individual per cent. correct. | Percent correct required for permanent appointment. |
|------------|-------------------------------------------|-------------------------|--------------------------|--------------------------|----------------------------|----------------------------|----------------------------|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|------------------------------------------------------------------------------------|--------------------------------------------------------|------------------------------------------|-----------------------------------------|--------------------------------------------------------|
| First | 56 | 88 | 53,957 | 51,328 | 2,609 | 20 | 95.12 | 43 | 95.12 | 8 | 14.28 | (*) | 100.00 | 7.10 | 90 |
| Second | 222 | 381 | 867,429 | 302,370 | 43,008 | 542,051 | 38.76 | 58 | 38.76 | 19 | 8.55 | 13.92 | 98.09 | 1.08 | 90 |
| Third | 32 | 133 | 94,623 | 56,274 | 7,549 | 30,800 | 59.47 | 9 | 79.95 | 11 | 34.37 | 33.54 | 98.18 | 38.43 | 90 |
| Fourth | 86 | 592 | 259,338 | 244,811 | 10,819 | 3,708 | 94.39 | 22 | 94.06 | 21 | 24.41 | 67.76 | 100.00 | 69.72 | 75 |
| Fifth | 210 | 628 | 529,452 | 385,219 | 73,598 | 70,635 | 72.75 | 43 | 88.87 | 35 | 16.66 | 56.21 | 99.90 | 61.96 | 95 |
| Sixth | (*) | 105 | 91,505 | 58,045 | 6,785 | 26,675 | 63.66 | (*) | (*) | (*) | (*) | (*) | (*) | (*) | 90 |
| Seventh | 145 | 316 | 198,897 | 164,418 | 20,627 | 13,852 | 82.66 | 70 | 88.73 | 32 | 22.06 | 70.42 | 100.00 | 7.00 | 90 |
| Eighth | 32 | 26 | 25,814 | 24,794 | 138 | 862 | 96.04 | 12 | 96.49 | 4 | 12.50 | 91.80 | 100.00 | 90.23 | 90 |
| Ninth | 244 | 474 | 485,231 | 254,048 | 37,871 | 193,312 | 52.35 | 36 | 62.00 | 78 | 31.96 | 45.55 | 98.96 | 2.70 | 62 |
| Total | | | | | | | | | | | | | | | |

* Not reported.

TABLE H¹.

Statement of casualties in the railway mail service during the fiscal year ended June 30, 1882.

July 1, 1881.—The freight train and construction train collided this morning at 8.20 near Corinth, Miss., wrecking the mail car. The mail was transferred to a baggage car and distributed along the line as far as practicable, as most of it was made up. The mails were delayed but none lost, and no one was injured.

July 1, 1881.—Train collided with a freight train at Templeton, Ind., smashing the postal car. The mail was transferred to a baggage car and taken to Chicago. No local work could be done north of Templeton, and all the connections were missed.

July 1, 1881.—At 3.48 this afternoon a postal clerk on the fast train from Saint Louis to Indianapolis on the Vandalia Railroad, threw a leather pouch from the mail car at Harmony, Ind., in such a manner that the pouch was drawn under the train and badly mutilated. The mail in the pouch was cut up and most of it destroyed. There were no registered packages in the pouch.

July 13, 1881.—Train leaving Nashville, Tenn., at 8.40 a. m. for Evansville, Ind., was wrecked and the mail car overturned. Nobody was hurt and nothing lost and the mail transferred in good order.

July 13, 1881.—A fire, originating it is supposed from cinders from the engine, broke out in the Decatur and Montgomery R. P. O. this day, badly burning registered pouches Nos. 3023 and 2886 and four canvas sacks of mail. The contents of all the pouches were saved, though the mail was more or less damaged.

July 22, 1881.—The steamer Marlin Speed sank this morning 65 miles above Pine Bluff at 2 o'clock, but all the mail was saved.

July 23, 1881.—The steamer Cornie Brandon sank to-day about 90 miles below Shreveport, La. The mail was somewhat damaged by the mud and water, but was saved and forwarded to destination.

July 24, 1881.—Train No. 2 left Cheyenne for Denver to-day 6 hours late, and when about 3 miles south of Berthoud, Colo., while running over a culvert, which was washed out by the heavy rains, broke through demolishing the engine, tender, and mail car. The engineer was killed outright and the foreman of the car was badly wounded. J. D. La Course, the route agent on the mail car, was cut about the face and otherwise bruised, but succeeded in saving all the registered matter and most of the other mail, the rest being totally destroyed and carried off by the water.

July 31, 1881.—The United States mail packet Osceola Belle was totally destroyed by fire between 6 and 7 o'clock in the evening. The personal effects of the mail messenger, together with some of the government property were burned, but the mail was saved.

August 4, 1881.—About 1 mile north of Plaquemine the engine of train No. 3 left the track and ran into the ditch, badly damaging the postal car. All of the mail was saved and was forwarded to destination after some detention.

August 6, 1881.—Train wrecked 6 miles east of Kokomo, Ind. Engine smashed and mail car thrown on its side. Mail all safe but delayed 13 hours.

August 6, 1881.—Steamer Plow Boy was sunk in the Arkansas River this morning, about 25 miles above Pine Bluff. The mail was saved and delivered by stage mail.

August 8, 1881.—Mail steamer *Laura Lee* went aground this morning. The mail was saved, but delayed 24 hours, when it was transferred to agent on the *Fanchon* on its north run.

August 17, 1881.—A freight train ran into the mail car at Emporia Junction, on the Atchison, Topeka and Santa Fé Railroad, knocking the mail car on its side. The letter mail and part of the paper mail were damaged by the water from the buckets and cooler, and oil from three lamps that were broken. All of the mail was gathered and turned over to the postmaster at Parsons, Kans.

August 24, 1881.—Train was ditched at Converse, Mo. Route Agent J. N. Thomas, in charge of the mail car, was considerably bruised, but not enough to disable him from duty. The mail was saved and properly forwarded.

September 5, 1891.—Train No. 91, west bound, was wrecked near Shenandoah, Iowa, the mail car and two passenger cars falling down an embankment 10 feet high. The route agent, Jacob Heiman, was slightly bruised. A small quantity of mail was so badly damaged that it could not be forwarded. The rest was saved and cared for.

September 13, 1881.—While the Washington and Richmond railway post-office car was standing in the depot at Washington, D. C., it was run into by the shifting engine, throwing two sections of the letter cases into the middle of the floor, breaking three lamps and soaking several hundred letters with oil. The letters were forwarded to their destination.

September 24, 1881.—Tornado caught us at West Quincy, blowing the doors open and the ventilator from off the top of the car, wetting all of the letters. Water stood 6 inches high on the floor of the car.

September 26, 1881.—By a collision between trains Nos. 40 and 47. Richmond, Va., and Wilmington, N. C., railway post-office, at Chester, Va., W. S. Hawkins, who was on duty on No. 40, and G. P. Rourk, on No. 47, were severely injured. N. B. Jones, of the same line, is now unable to perform duty on account of injuries received a few days ago. The mail was secured and transferred to another car without its having sustained any damage.

September 29, 1881.—The mail train on the Fort Dodge and Des Moines line encountered a very severe wind-storm near Ripley, Iowa, and the entire train was blown off the track and overturned. Route Agent Luther L. Cassidy received a severe cut on one wrist and was very much shook up.

October 1, 1881.—Pouch was thrown under train at Mount Vernon, Iowa, cutting it up and badly damaging the paper mail. The letter mail was not injured. Pouch and contents were recovered by the postmaster.

October 3, 1881.—Postal car *Montgomery*, M. W. King in charge, was completely wrecked south of Bay Minette, Ala. Mr. King was badly bruised and internally injured. A part of the mail was damaged by the oil from broken lamps and by dirt and water. Most of it was recovered and forwarded.

October 27, 1881.—The steamer *Jennie Gilchrist* was sunk in the Mississippi River at the railroad-bridge between Rock Island, Ill. and Davenport, Iowa, and two pouches containing two registered packages were lost.

October 21, 1881.—Within 2 miles of Augusta, Ga., the engine of the train ran over a cow, throwing it under the mail car causing a complete smash-up. The flooring of the mail car was ripped up forcing the wheels through. The mail was transferred to another car without delay and forwarded.

November 7, 1881.—An accident occurred to the train of the Gaylord and Bay City agent, bound south, by which the mail car was badly damaged and the passenger coaches partially destroyed. The agent was not seriously injured, and none of the mail was lost. He has not been able to find his postmarking stamp since the accident.

November 13, 1881.—Mail car out of Cleveland, Tenn., ran off the track. No one injured, and no mail lost. Mail was delayed 3 hours.

November 17, 1881.—Train No. 15, Lehigh Valley Railroad, was wrecked at Wyalusing, and the mail badly scorched. With the exception of one pouch, that was burned, the mail was forwarded.

November 19, 1881.—The Havana and Springfield train bound south fell through a bridge 5 miles north of Springfield. Route Agent W. S. Allen was considerably hurt. The mail was all saved.

November 28, 1881.—Pouch and sack thrown off at Broken Straw, N. Y., struck edge of platform and bounded back against the car, badly damaging the canvas sack containing the paper mail, which was partially destroyed. The pouch was uninjured.

December 4, 1881.—Passenger train on the Western North Carolina Railroad ran off the track, and was precipitated down an embankment. There was a mail car attached to the train, which was completely wrecked.

December 5, 1881.—An accident occurred to the Louisville and Nashville railway post-office, bound north, train No. 4, day line, at Madison, Tenn., caused by the locomotive breaking loose from the train. The automatic brake on the remainder of the train failed to act, letting the cars overtake the engine, which was standing still. The shock was so great as to break in the front end of the postal car, knocking down the letter case and breaking the pouch rack. J. M. Bailhache, head clerk, and J. B. Brawner, assistant clerk, were on duty, and were both thrown down and somewhat injured. Mr. Bailhache was unable to perform duty for one week, and Mr. Brawner has not been on duty since the accident (December 19). A portion of the letter mail was damaged by water, but all was recovered from the wreck, and forwarded to destination.

December 20, 1881.—Mail steamer J. S. Hopkins, running between Evansville, Ind., and Cairo, Ill., was totally burned. The government property on the boat was destroyed, but the mail was saved.

December 23, 1881.—Mail train between Peoria, Ill., and Evansville, Ind., was ditched and wrecked near Lincoln, Ill. No mail lost. Route Agent O. F. Ashmore was badly bruised.

December 23, 1881.—A fire broke out in the Boston and Troy railway post-office, destroying some sacks of paper mail. It was extinguished before any material damage was done.

December 24, 1881.—Mail sack was thrown against the station-house at Pataskala, Ohio, rebounding and falling under the cars. The sack was badly damaged, but the contents were saved.

December 27, 1881.—Mail car No. 1 on the Texas and Saint Louis Railroad was burned near Wheatville, Tex. All the mail, with the exception of one registered package, was saved and delivered.

December 28, 1881.—Train No. 2, with postal car, collided with helper engine. No damage was done to the mail, but Route Agent S. N. Jackson was severely bruised in jumping from the car.

January 1, 1882.—The baggage car on train No. 5, Canada Southern Railroad, was totally destroyed by fire this morning. It contained all the letter and paper mail for Michigau. The letter mail was very badly

damaged by the water, while the paper mail was almost totally ruined. What was saved was sent to the Detroit post-office and there delivered.

January 1, 1882.—Baggage car on train No. 5, Pacific Express, caught on fire between Highgate and Ridgetown, and a number of bags containing mail matter were destroyed.

January 2, 1882.—The train of the Boston and Albany railway post-office, while passing a point $1\frac{1}{2}$ miles east of Wells, Me., broke through an iron bridge, causing the rear passenger cars to crush in the end of the postal car, which almost immediately took fire. The postal car and mail, with exception of one pouch, four registered packages, and books for record of registered mail, and a few letters picked up from the floor, were burned to ashes. N. G. Giddings, head clerk in charge of the postal, was bruised about the face, and, in endeavoring to save the mail, had his hair and whiskers singed by the fire.

January 5, 1882.—Mail bag was thrown from train at Cartersburgh, Ind., in such a manner that it was drawn under the cars and cut to pieces. Most of the mail was ruined.

January 6, 1882.—Mail car on Quincy and Trenton route was ditched near Milan. Route Agent John W. Potter was slightly injured. All the mail was saved and forwarded.

January 6, 1882.—Pouch thrown off at Stockwell, Ind., was drawn under the train and cut to pieces, badly damaging the contents.

January 15, 1882.—An accident occurred to train No. 50, Virginia Midland Railroad, near Rockfish, Va., in which the engineer was killed outright and the fireman very severely injured. Route Agent James W. Gleeson was thrown on his face, sustaining painful bruises. The mail was all saved and transferred to another train.

January 17, 1882.—Mail car of West Lebanon, Ind., and Le Roy, Ill., line was thrown off the track at Hedrick, Ind., and overturned. The letter mail was soaked with oil from an overturned can, but was all collected and forwarded to destination.

January 20, 1882.—Mail car of route from Fargo to Bismarck was thrown from the track near Spiritwood, Dak., and partially destroyed by fire. About half a dozen letters were entirely consumed and nineteen so badly defaced that they were unreadable. The balance of the mail was unharmed and properly forwarded.

January 21, 1882.—The railway post-office trains on the Charleston and Savannah Railroad collided near Adams Run, S. C., some 27 miles from Charleston, S. C. The south-bound postal car, No. 40, was in charge of Head Clerk H. A. Fox, Clerk B. H. Craft, and Acting Route Agent George E. Osborne. The north-bound postal, No. 43, was in charge of Clerk W. H. Burbridge, accompanied by Chief Head Clerk Mansfield. The two postal cars were completely demolished. Head Clerk Fox was instantly killed, Clerk W. H. Burbridge fatally wounded (since died), Acting Route Agent George A. Osborne fatally wounded (since died), Chief Head Clerk R. E. Mansfield seriously injured in the back and scalded, and Clerk B. H. Craft (colored) seriously wounded. His left arm was broken, left knee-cap dislocated, both feet crushed, left leg broken, contusion of right side. This man has recovered and is now on duty, October 10, 1882. The colored fireman, Bradley Scott, was killed. It is believed that all the mail was saved and properly forwarded.

January 26, 1882.—Sack of paper mail was thrown from train No. 1, Pittsburgh, Cincinnati and Saint Louis Railroad, at Dresden, Ohio, and drawn under the cars and badly damaged. About thirty papers were destroyed.

January 28, 1882.—The catcher pouch was thrown from the Saint Albans and Boston railway post-office at Danbury, N. H., bounding back under the train. The pouch was completely destroyed, together with its contents. Besides the ordinary mail, it contained a registered package from Chicago, Ill., said to contain \$24.

January 31, 1882.—Tie-sack containing paper mail for Marseilles, Ind., was thrown from the Chicago and Iowa City railway post-office at the depot at that place, bounding back and falling under the cars, where it was badly cut. The contents were partially destroyed.

February 1, 1882.—The catcher pouch for Grafton, Mass., thrown from the Boston and Albany railway post-office, was carried on to Westborough, having fallen under the train at Grafton. The pouch and contents were very badly damaged.

February 2, 1882.—Pouch thrown from Boston and Troy railway post-office at North Leominster, Mass., bounded under the train and was carried to Fitchburgh, Mass. The paper mail was destroyed, but the letter mail was saved.

February 3, 1882.—Postal car No. 75, Chicago and Cincinnati railway post-office, was badly wrecked at Montmorency, Ind., on account of engine going off the track. Mail was all saved, but in a very demoralized condition, a large number of letters being saturated with oil from broken lamps. The mail was gathered up and turned into the Chicago post-office.

February 5, 1882.—The night express on the Chicago and Iowa City route ran over a tie-sack at the depot at Marseilles, Ind., ruining the sack and its contents.

February 7, 1882.—The mail train upon the Texarkana, Ark., and Whitesborough, Tex., route (Transcontinental Division Texas and Pacific Railway), was wrecked near Honey Grove, Tex. The locomotive and mail car went through a bridge falling some thirty feet, killing the engineer and fireman. Substitute Route Agent J. H. Smith was buried in the wreck and had to be cut out to be released. His injuries were not serious. The mails were saved without material damage.

February 7, 1882.—Mail sack thrown from train No. 1, Albany and New York railway post-office, at Yonkers, struck a snow-bank and bounded back under the train. The sack and its contents were entirely destroyed.

February 7, 1882.—The catcher pouch was knocked from the crane at East Orange, N. J., and was run over by the cars, partially destroying the pouch and its contents.

February 10, 1882.—Pouch for Thompsonville, Conn., thrown from the Boston and New York railway post-office, struck the gate at the street-crossing at Thompsonville, rebounding under the cars. The pouch was very badly damaged and a number of papers destroyed. The letter mail was uninjured.

February 15, 1882.—Washington and Charlotte railway post-office ran into a land slide-near Orlando, Va., on the Virginia Midland Railroad, resulting in the death of the engineer and injuring the fireman and head clerk, James M. T. Gleeson. No mails were lost or damaged. Mr. Gleeson was incapacitated from duty for 29 days.

February 16, 1882.—Mail thrown from train No. 1, Albany and New York railway post-office, at Rhinecliff, N. Y., was run over by the cars and badly damaged.

February 19, 1882.—Mail train leaving Charlotte for Wilmington, N. C., was thrown from the track by a broken rail. The mail car was overturned and considerably broken up. The mail was slightly damaged and Route Agent H. T. Rollins somewhat injured.

February 22, 1882.—Pouch from Chicago and Burlington railway post-office thrown off at Burlington, Iowa, was run over by switch-engine at that point and a small portion of the contents damaged.

February 27, 1882.—The Chicago and Cincinnati railway post-office leaving Chicago at 8 p. m. collided with a freight train at Homewood, Ill., the postal car being badly wrecked. No mail was lost or damaged.

March 1, 1882.—Train No. 110 was wrecked near Toll Gate, Va., and the baggage car in which there were some sacks of paper mail was burned, together with the mail it contained.

March 4, 1882.—Pouch thrown from the Chicago and Saint Louis railway post-office, night line, for the day line at Chicago, Ill., was caught by the engine of an incoming train and cut, and a portion of the contents totally destroyed.

March 6, 1882.—The Chicago and Cedar Rapids railway post-office, night line, leaving Chicago at 9.30 p. m., when near the limits of the city, collided with a freight train. The engine of the latter had become unmanageable and was coming down the track at a rapid rate, the engineer and fireman having jumped off to save their lives. As a result of the collision the engine was driven some 6 feet into postal car No. 13. Head clerks, S. O. Prickett, night line, and Frank Sutton, day line, were at work at the letter case in this end of the car. They were driven back under a section of the paper rack. Sutton had both thighs somewhat sprained, right foot bruised, back of head cut, and was generally bruised. Prickett was injured very slightly. Clerk C. L. Shaffer and Assistant Clerk L. S. Manville were not injured in any way. The car at once took fire and its interior was pretty effectually destroyed. The registered matter was saved, together with twenty packages of letters. The balance of the mail was destroyed, as was also the personal property the clerks.

March 7, 1882.—The Knoxville and Caryville agent ran off the track and fell through a trestle, wrecking the train. All the mail was saved. Route Agent J. W. Ault was considerably bruised.

March 17, 1882.—Pouch thrown from the Chicago and Cincinnati railway post-office at Weisburgh, Ind., was drawn under the train and dragged 4 miles. The pouch and contents were entirely destroyed.

March 20, 1882.—A fire was discovered in the postal car at Keokuk, Iowa (Keokuk and Saint Louis line), and before it was extinguished one sack of paper mail was entirely burned and two others somewhat injured. The rest of the mail was saved.

April 17, 1882.—The mail car on the route between Leavenworth and Clay Centre, Kans., was ditched 5 miles west of Garrison. Route Agent T. L. Johnson was slightly bruised. No mail was damaged.

April 18, 1882.—As the east-bound train on the Indianapolis and Peoria route was pulling into Ogden, Ill., the brakes would not work, and the train ran by the station into a freight train that was standing partly on the main track. J. Baker and L. Green, clerks on the mail car, were severely cut and bruised. The mail was saved.

May 4, 1882.—The Jacksonville and Chattahoochee railway post-office collided with a log train near White House, Fla. The engineer and fireman were instantly killed, and Route Agent A. C. Lightbourne was bruised about the body. The mail was saved and taken back to Jacksonville.

May 5, 1882.—Mail car on the Logansport and Warsaw line, bound west, went through a bridge near Burnside, Ill. Route Agent E. Y. Cox, who was on duty at the time, went down with the car, which landed in about 10 feet of water, and was carried through one of the

windows by the force of the current. He returned as soon as possible, and saved all of the mail that could be recovered. About one-fourth of the mail was swept away, and the paper mail was so thoroughly soaked that it was of no account whatever.

May 11, 1882.—Mail train, south bound, on the Kansas and Texas Division of the Missouri Pacific Railway, was wrecked in a collision near Oswego, Kans., by a runaway engine. The tender to engine of mail train was partially telescoped into the postal car, entirely demolishing the letter cases and damaging a portion of the mail. Head Clerk J. S. Weaver, Hannibal and Denison railway post-office, was bruised considerably. Assistant Railway Postal Clerk H. Kendall escaped without injury.

May 11, 1882.—Mail train on the Memphis and Little Rock Railway was wrecked near Carlisle, Ark., the mail car being ditched and turned completely over. Some empty canvas sacks caught fire and were consumed, and a small quantity of letter and paper mail was damaged by the oil from broken lamps. The engineer, fireman, and two express messengers connected with the train were more or less injured, but Route Agent H. C. Chase escaped with very little injury.

May 19, 1882.—The Charleston and Jacksonville railway post-office, when near Jacksonborough, S. C., struck a cow and was badly wrecked. The engineer, conductor, and fireman were injured, but the clerk in charge of the postal car escaped uninjured. The mail was saved, and transferred to another car and forwarded to destination.

May 19, 1882.—The mail train on the Gunnison Division of the Denver and Rio Grande Railway was wrecked by being derailed, the engine, mail and baggage car, and all the passenger coaches being overturned. The letter mail was considerably soiled, but not so badly as to render it unreadable. All the mail was forwarded to destination.

May 20, 1882.—Train No. 42, Richmond, Fredericksburgh, and Potomac Railroad, when near Richmond, Va., collided with a freight train on side track, damaging the postal car, and crippling Clerk B. M. Laws, and slightly injuring Head Clerk J. Q. West, and E. Thompson, a clerk in Superintendent Vickery's office. The mail sustained no damage.

May 31, 1882.—West-bound train on Texas and Pacific Railway (Texarkana, Ark., and El Paso, Tex., route) was wrecked near Colorado, Tex., by the breaking of wheel of forward truck of locomotive when approaching a bridge, and the engine, mail and express cars were thrown from the track, breaking through the bridge, falling some 25 feet. Route Agent S. A. Stuart, who was on duty at the time, was very seriously bruised and scalded. The mail was saved and forwarded, though a part of it was in bad condition.

June 9, 1882.—Mail car No. 51, Calmar and Mitchell railway post-office, bound west, was wrecked at Canton, Dak. The route agent, Butler Lowmy, was obliged to cut himself out of the car. The registered mail was all saved, together with most of the ordinary mail, some of it being damaged by oil and water.

June 16, 1882.—The Clarksburgh and Weston railway post-office ran off the track at Loveberry Bend, W. Va., about 2 miles south of Clarksburgh, and fell over a trestle, taking with it the mail car and the entire train. Route Agent Benjamin W. Jackson saved himself by jumping from the car. There were two persons killed outright in the accident and sixteen persons more or less injured. The mails were saved and properly forwarded.

June 19, 1882.—Train No. 52, leaving Washington, D. C., yesterday, was wrecked at 7 o'clock this morning at Fall Creek, Va., about 6½

miles north of Danville, in a collision with a freight train. The mail was secured and forwarded to Danville. Messrs. Cook, Larrabee, and Carr, the clerks on duty in the postal car, were knocked about and cut and bruised, but not seriously.

June 29, 1882.—The Chicago, Foreston and Dubuque railway post-office was wrecked a short distance east of Maryland, Ill., the track having been washed out by a terrible rain-storm and water-spout. Head Clerk Best and O. M. Welch were on duty at the time. Mr. Best was thrown out of the car into 5 feet of water, and a package of letters which he had in his hand was lost. He was not injured, nor was Mr. Welch. All of the mail was badly damaged by the water, but it was secured and forwarded to the Chicago post-office.

RECAPITULATION.

| | |
|-------------------------------|----|
| Number of casualties..... | 83 |
| Employés-killed..... | 3 |
| Seriously injured..... | 16 |
| Slightly injured..... | 20 |
| Total killed and wounded..... | 39 |

TABLE I'.—Recapitulation of casualties in the railway mail service from 1875 to 1882.

| Year ended June 30. | Total number of clerks. | Number of casualties. | Number of clerks killed. | Number of clerks seriously wounded. | Number of clerks slightly wounded. | Remarks. |
|---------------------|-------------------------|-----------------------|--------------------------|-------------------------------------|------------------------------------|-----------------|
| 1875..... | 2,238 | * | 1 | * | * | * Not reported. |
| 1876..... | 2,415 | * | 1 | * | * | |
| 1877..... | 2,500 | 27 | 2 | 10 | 4 | |
| 1878..... | 2,608 | 36 | 2 | 15 | 3 | |
| 1879..... | 2,609 | 35 | 3 | 14 | 13 | |
| 1880..... | 2,946 | 26 | 0 | 14 | 15 | |
| 1881..... | 3,177 | 62 | 7 | 15 | 22 | |
| 1882..... | 3,570 | 83 | 3 | 16 | 20 | |
| Total..... | | 269 | 19 | 84 | 77 | |

REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL.
FOR THE
FISCAL YEAR ENDED JUNE 30, 1882.

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 1, 1882.

SIR: I have the honor to submit the following report and accompanying tables, numbered from 1 to 19, inclusive, pertaining to the business of this office for the fiscal year ended June 30, 1882, viz:

No. 1. Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1884.

No. 2. Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters, for the fiscal year ended June 30, 1882, compared with the fiscal years ended June 30, 1881, and June 30, 1880.

No. 3. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1882, and the expenditures made out of the same.

No. 4. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1882.

No. 5. Statement showing receipts and disbursements at depository post-offices for the fiscal year ended June 30, 1882.

No. 6. Statement showing the issue in detail of all of the several kinds of adhesive postage-stamps, stamped envelopes, and postal cards for the fiscal year ended June 30, 1882.

No. 7. Statement showing separately the issues of official postage-stamps for the fiscal year ended June 30, 1882.

No. 8. Statement showing the issues of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards by denominations for the fiscal year ended June 30, 1882.

No. 9. Statement showing the increase in the number and value of postage-stamps, stamped envelopes, and postal cards issued for the year ended June 30, 1882, over those of the preceding year.

No. 10. Statement showing dead mail matter treated in the division of dead letters during the year ended June 30, 1882.

No. 11. Statement showing the disposition of mail matter opened in the division of dead letters during the year ended June 30, 1882.

No. 12. Statement showing number of pieces, classification, and disposition of unmailable matter received at the dead-letter office during the year ended June 30, 1882.

No. 13. Statement showing the number of foreign dead letters, &c., received and disposed of during the year ended June 30, 1882.

No. 14. Statement showing the number of pieces of dead mail matter returned to and received from each of the foreign countries during the fiscal year ended June 30, 1882.

No. 15. Statement showing the number, classification, and disposition of dead registered letters, &c., during the year ended June 30, 1882.

No. 16. Statement showing the number of registered letters and parcels from each State and Territory in the United States transmitted through the mails during the year ended June 30, 1882.

No. 17. Statement showing the number and value of registered letters and packages forwarded for the Post-Office Department and Treasury Department during the fiscal year ended June 30, 1882.

No. 18. Statement showing the increase of registered letters and parcels upon which fees were collected at twenty-five of the leading cities during the fiscal year ended June 30, 1882, over the preceding year.

No. 19. Statement showing the operations of the registry system at the cities of New York, Philadelphia, Chicago, Saint Louis, and Washington, during the fiscal year ended June 30, 1882.

FINANCIAL STATEMENT.

The receipts and expenditures of the department during the fiscal year ended June 30, 1882, were as follows:

| | |
|----------------------------------------------------------------------------------------|----------------------|
| Receipts: | |
| Letter postage, paid in money | \$97,585 32 |
| Box rents | 1,652,132 21 |
| Fines and penalties | 20,426 99 |
| Sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards | 39,703,357 00 |
| Dead letters for which no claimants could be found | 7,657 63 |
| Net revenue from money-order business | 360,767 35 |
| Miscellaneous | 34,483 65 |
| Total | 41,876,410 15 |
| The expenditures for the service of the year were | 40,039,634 75 |
| Excess of receipts | 1,836,775 40 |

In addition to the expenditures for the service of the year, the sum of \$442,386.48 was paid on account of indebtedness of previous years, making the total amount expended during the year \$40,482,021.23. Of the \$442,386.48 above, \$399,314.58 was for the service of the fiscal year ended June 30, 1881, which, added to the amount previously paid (\$39,251,736.46), as shown in the annual report of the Postmaster-General for 1881, makes the total expenditures thus far made on account of that year \$39,651,051.04. The outstanding liabilities for service of the year ended June 30, 1882, have been placed, at a close estimate, at \$328,550.46, which, added to the amount already paid (\$40,039,634.75), would make the total expenditures and liabilities for the year \$40,368,185.21, an excess of \$717,134.17, or 1.8 per cent., over the amount thus far paid for the service of the year ended June 30, 1881.

In the single item of compensation to postmasters, which is regulated by law, the increased expenditure was \$665,933.93, leaving only \$51,200.24 as the aggregate increase in all the remaining items.

In Table No. 2, which accompanies this report, will be found a detailed statement by quarters of the receipts and expenditures for the fiscal year ended June 30, 1882, and a comparison of the same with the two years immediately preceding.

The gross receipts for the year were \$5,091,012.18, or 13.8 per cent., more than those of the preceding year. The increase from the sale of postage-stamps, stamped envelopes, and postal cards was \$4,867,611.90.

or 13.9 per cent.; from box rents and branch offices, \$152,682.34, or 10.1 per cent.; from proceeds of money-order business, \$65,185.96, or 22 per cent.; from fines and penalties, \$4,675.55, or 29.6 per cent.; from dead letters, \$1,073.23, or 16.2 per cent.; and from "miscellaneous" sources, \$3,007.11, or 9.5 per cent. There was a decrease of \$3,223.91, or 3.1 per cent., in the amount of letter postages paid in money.

In Table No. 3 will be found a statement showing the appropriations by items for the service of the last fiscal year, and the amounts expended out of the same. The total amount appropriated was \$43,542,697.83, covering forty-four specific items. In three of these items the full amounts appropriated were expended; in thirty-seven items there were unexpended balances aggregating \$3,512,513.11; and in the remaining four items the expenditures exceeded the appropriations in the total sum of \$9,450.03, leaving a net excess of appropriations over expenditures of \$3,503,063.08. The largest single unexpended balance was in "star service," the appropriation for which was \$7,500,000, the expenditure \$5,704,466.33, and the amount left unexpended \$2,195,533.67.

The appropriation for mail transportation by railroads was \$10,608,282, of which \$10,286,085 was expended, leaving an unexpended balance at the close of the year of \$322,197. The expenditure for railroad transportation does not, however, cover the entire cost of that service, the law, as construed by the officers of the Treasury (see v. 20, Stat., p. 420), providing that the earnings of certain of the Pacific railroads for mail transportation shall not be treated among the expenditures of the Post-Office Department. The circumstances of the case are, briefly, that to aid in the construction of certain railroad lines to the Pacific Ocean the United States, by various acts of Congress, issued to the companies constructing these lines large amounts of bonds, the principal of which, with the interest, was to be reimbursed at maturity. To assist in securing the payment of this indebtedness the government was authorized to withhold a portion or all of the earnings of the several roads for transporting the mails, &c., and to credit the companies with the amounts thus withheld in the accounts between them and the Treasury. Prior to 1879 the moneys so earned by these companies for transporting the mails were paid out of the usual appropriations for the service of the Post-Office Department by warrants in favor of the Secretary of the Treasury, and were, therefore, included in the expenditures of the department. Since that year, however, under the requirements of the act of Congress of March 3, 1879, before referred to, the amounts have been merely certified to the Register of the Treasury by the Auditor for the Post-Office Department, and credited on the books of the Treasury Department to the companies in their accounts with the government for principal and interest of the bonds. The amounts thus certified, as will appear from the Auditor's reports, have been as follows:

| | |
|------------------------------------------|--------------|
| For fiscal year ended June 30, 1879..... | \$712,209 31 |
| For fiscal year ended June 30, 1880..... | 995,604 93 |
| For fiscal year ended June 30, 1881..... | 1,100,689 65 |
| For fiscal year ended June 30, 1882..... | 1,214,185 37 |

Of the \$1,214,185.37 certified during the last fiscal year \$36,011.32 was for previous years, leaving the net amount for the service of the year \$1,178,174.05.

Under the law referred to none of the above amounts were included in the postal expenditures for the years to which they severally belong. The amounts cover the entire earnings of the several companies for carrying the mails, together with those of their branch and leased lines.

AMOUNT DRAWN FROM THE TREASURY.

The only sum drawn from the general Treasury during the year was the following, in accordance with special appropriation made by Congress:

To pay schedule claims authorized by act approved August 5, 1882 (Statutes, Public No. 205, pp. 27 and 30), for the service of the year 1879 and prior years, as appears more fully by the report of the Auditor, \$6,595.12.

CONDITION OF DEFICIENCY APPROPRIATIONS.

The following statement shows the condition of appropriations from the general Treasury to supply deficiencies in the postal revenues, viz:

1. For the fiscal year ended June 30, 1882, the amount appropriated from the Treasury to supply deficiencies in the postal revenue was \$2,152,258, which sum is still in the general Treasury, subject to requisition. As the postal revenues will undoubtedly prove sufficient to meet all the obligations, paid and unpaid, incurred during the year, the whole amount of the appropriation will remain in the Treasury, and by operation of law will cease to be available after the 30th of June, 1884.

2. For the fiscal year ended June 30, 1881, the amount appropriated out of the general Treasury to supply estimated deficiencies in the postal revenue was \$3,883,420, of which \$1,402,290.65 was left unexpended at the close of that year, \$883,420 being still in the Treasury undrawn, and \$518,870.65 in the hands of the Treasurer, subject to draft. Of this latter sum \$399,314.58 has since been expended on account of the service for the year ended June 30, 1881, leaving a total balance of \$1,002,976.07 still available for that year.

BAD DEBTS.

As will appear by the report of the Auditor, the postal revenue was charged during the last year with the following:

| | |
|---------------------------------------------------|--------------|
| 1. Amount of bad debts..... | \$136,548 90 |
| 2. Amount of balances compromised | 6,733 98 |
| | <hr/> |
| | 143,282 88 |
| Less amount of credits on suspended accounts..... | 2,817 53 |
| | <hr/> |
| Balance | 140,465 35 |

Of this amount \$133,672.84 accrued between 1789 and 1856, the suspended accounts for that period having been reviewed and finally closed by the Auditor during the past year. The whole amount, however, constitutes a charge against the postal revenue for the year ended June 30, 1882.

TRANSACTIONS AT DEPOSITORIES.

The receipts and disbursements at Treasury and post-office depositories during the last fiscal year may be briefly stated as follows:

| | |
|--------------------------------------------------------------|----------------|
| At Treasury depositories: | |
| Balance subject to draft June 30, 1881 | \$3,651,905 3- |
| Outstanding warrants June 30, 1881 | 61,337 60 |
| Aggregate deposits during the year ended June 30, 1882 | 21,156,070 52 |
| | <hr/> |
| Total | 24,869,313 50 |
| Amount of warrants paid during the year..... | 19,053,307 65 |
| | <hr/> |
| Balance at depositories June 30, 1882 | 5,816,005 85 |
| Outstanding warrants June 30, 1882 | 80,160 46 |
| | <hr/> |
| Balance subject to draft June 30, 1882 | 5,735,845 39 |

Transactions at these depositories in detail, with amount of increase or decrease as compared with the previous years are shown in Table No. 4, accompanying this report.

| | |
|---------------------------------------------------------------------|------------------|
| At post-office depositories: | |
| Balance subject to draft June 30, 1881..... | \$685, 178 69 |
| Less credit balance June 30, 1881 | 122 26 |
| | <hr/> |
| | 685, 056 43 |
| Aggregate receipts during the quarter ended September 30, 1881..... | 2, 728, 551 15 |
| | <hr/> |
| Total | 3, 413, 607 58 |
| Disbursements during the quarter | \$1, 830, 711 98 |
| Transferred to other depositories..... | 1, 582, 495 60 |
| | <hr/> |
| | 3, 413, 607 58 |

On the 30th September, 1881, the post-office draft system was abolished, and the eighty-six draft offices then existing were discontinued as such. On October 1, 1881, the warrant system was extended to include all payments made to creditors of the department, except postmasters having balances due them, and excepting also the disbursements made under the authority of law by postmasters.

Table No. 5, submitted with this report, exhibits the receipts and disbursements at the different post-office depositories in detail.

CONTRACTS ENTERED AND ACCOUNTS KEPT.

During the year there were 3,865 contracts for mail service received from the Second Assistant Postmaster-General, and 19,210 orders of the Postmaster-General (of which 9,605 were double) recognizing mail service not under contract, curtailing or extending service, or modifying previous orders, being a decrease of 1,442 contracts and an increase of 3,936 orders as compared with the previous year. The contracts and orders were entered upon the books of the division of finance for reference when acting upon reports from the Auditor for the payment of mail contractors and other creditors of the department. The number of such reports received and acted upon during the year was 45,537, an increase of 3,490 over the previous year.

Accounts were kept with the Treasury, nine sub-treasuries, and thirty-nine designated depositories, involving the sum of \$20,998,144.72, against which 38,851 warrants were issued. Accounts were also kept with eighty-six post-office depositories, involving the sum of \$3,413,607.58, of which \$978,430.24 arose from the proceeds of the depository offices themselves and \$1,750,120.91 from deposits by other offices. Against the accumulations in the depository offices 6,786 drafts were issued, amounting to \$1,433,973.85. In addition to the amount paid out by draft, the sum of \$396,738.13 was paid to route agents, railway post-office clerks, mail messengers, and letter-carriers, by the postmasters authorized to make such payments, the accounts for which were rendered monthly to this office.

ESTIMATES FOR 1884.

| | |
|---------------------------------------------------------------------------------------------------------------------------------|-------------------|
| The postal revenue for the year ending June 30, 1884, is estimated at.. | \$50, 670, 456 27 |
| The expenditures for the year, as shown in the estimates that have been approved by the Postmaster-General, are placed at. | 46, 741, 111 25 |
| | <hr/> |
| Leaving an estimated surplus of revenue of..... | 3, 929, 345 02 |

In estimating the revenue allowance is made for an annual increase of 10 per cent. on the revenue of the last fiscal year, making the estimated revenue for the present year \$46,064,051.16, and for the next year

\$50,670,456.27, as stated above. There was an increase of revenue for 1880 over 1879 at the rate of 10.8 per cent., for 1881 over 1880 of 10.4 per cent., and for 1882 over 1881 of 13.8 per cent. The returns from a large number of the principal offices for the quarter ended September 30 of the present year indicate an increase of nearly 12 per cent. over the corresponding quarter of last year. The full amounts of the estimates are likely to be realized, unless there should be unexpected reverses in the business prosperity of the country, or changes in the existing classification of mail matter and the rates of postage, injuriously affecting the postal revenue.

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.

The aggregate appropriations for the service of this office for the year ended June 30, 1882, were \$1,074,544.35, of which \$909,982.03 was expended, leaving an unexpended balance of \$164,562.32, or 15.3 per cent. of the total amount appropriated. The expenditures for the year were only \$22,428.94, or a little more than 2.5 per cent., over those of the preceding year. This slight excess, in face of the large increase in the supplies for which the expenditures were principally incurred, was owing to new contracts entered into at the beginning of the last fiscal year at reduced rates for adhesive postage-stamps and postal cards. The old contracts superseded others at still higher rates existing up to the 30th of June, 1877, so that the expenditures of this office for the year ended on that date were only \$64,675.20, or 7 per cent., less than those for the fiscal year ended June 30, 1882, while the total number of postage-stamps, stamped envelopes, postal cards, and official envelopes issued during the latter year was 701,982,969, or 65.2 per cent., in excess of the total number issued for the year 1877. The estimates for the next fiscal year, with the explanations thereof, will be found in paper marked No. 1, attached to this report.

DIVISION OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The operations of this division during the year may be summarized as follows: The number of ordinary postage-stamps issued to postmasters for sale to the public during the year was 1,114,560,330, valued at \$28,679,528; of newspaper and periodical stamps, 2,214,893, valued at \$1,602,069.70; of postage-due stamps, 11,375,310, valued at \$352,170; of official postage-stamps, 2,319,555, valued at \$139,991.75; of ordinary stamped envelopes, plain, 114,774,700, valued at \$2,994,868.82; of stamped envelopes bearing a printed return request, 100,704,250, valued at \$3,163,894.85; of newspaper wrappers, 41,086,500, valued at \$500,208.80; of postal cards, 351,498,000, valued at \$3,516,015; and of official stamped envelopes and wrappers issued to the War Department for official use, 2,037,500, valued at \$29,306.50; making a total number of 1,740,571,038, and a total value of \$40,978,053.42.

These issues show an increase in value over those of the preceding year as follows: Of ordinary postage-stamps, \$4,638,901, or 19.2 per cent.; of newspaper and periodical stamps, \$203,395.70, or 14.5 per cent.; of postage-due stamps, \$97,777, or 38.4 per cent.; of official postage stamps, \$32,214.43, or 29.8 per cent.; of ordinary stamped envelopes, plain, \$347,301.08, or 13.1 per cent.; of ordinary stamped envelopes, return request, \$539,413.10, or 20.5 per cent.; of newspaper wrappers, \$69,054.20, or 16 per cent.; and of postal cards, \$429,410, or 13.9 per cent. There was a decrease in the issue of official stamped envelopes

and wrappers for the use of the War Department amounting to \$4,849, or 14.1 per cent.

The total increase in the value of all the issues was \$6,352,617.51, or 18.3 per cent.

In addition to the foregoing articles, there were issued for official use 9,711,500 registered package envelopes, 835,750 tag envelopes for registered parcels, 23,724,300 post office envelopes, 1,025,000 envelopes for returning dead letters, 285,000 international money-order envelopes, and 1,395,000 departmental envelopes for the use of the several bureaus of this department.

The requisitions upon which the foregoing supplies were issued numbered as follows:

| | |
|--------------------------------------------------------|----------------|
| For ordinary postage-stamps..... | 135,530 |
| For newspaper and periodical stamps..... | 10,840 |
| For postage-due stamps..... | 13,689 |
| For stamped envelopes, plain..... | 64,400 |
| For stamped envelopes bearing a return request..... | 79,322 |
| For postal cards..... | 78,431 |
| For official postage-stamps and stamped envelopes..... | 29 |
| For registered-package envelopes..... | 54,754 |
| For tag envelopes for registered packages..... | 1,370 |
| For post-office envelopes..... | 24,802 |
| For newspaper and periodical receipt-books..... | 1,543 |
| Total..... | 464,710 |

These supplies were made up and forwarded in the following number of parcels:

| | |
|------------------------------------------------|----------------|
| Of ordinary postage-stamps..... | 139,413 |
| Of postage-due stamps..... | 13,685 |
| Of newspaper and periodical stamps..... | 9,825 |
| Of stamped envelopes, plain..... | 94,862 |
| Of stamped envelopes, printed..... | 72,362 |
| Of postal cards..... | 85,065 |
| Of official postage-stamps..... | 26 |
| Of official stamped envelopes..... | 86 |
| Of registered-package envelopes..... | 56,850 |
| Of tag envelopes for registered packages..... | 1,370 |
| Of post-office envelopes..... | 31,802 |
| Of newspaper and periodical receipt-books..... | 1,543 |
| Total..... | 506,889 |

The following is a comparative statement of requisitions filled during the past and preceding fiscal years:

| Articles. | Requisitions filled during fiscal year ended June 30, 1892. | Requisitions filled during fiscal year ended June 30, 1891. | Increase. |
|--------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------|----------------|
| For ordinary postage-stamps..... | 135,530 | 128,502 | 7,028 |
| For postage-due stamps..... | 13,689 | 8,846 | 4,843 |
| For newspaper and periodical stamps..... | 10,840 | 10,021 | 819 |
| For stamped envelopes, plain..... | 64,400 | 60,462 | 3,938 |
| For stamped envelopes, printed..... | 79,322 | 69,153 | 10,169 |
| For postal cards..... | 78,431 | 71,440 | 7,011 |
| For official postage-stamps and stamped envelopes..... | 29 | 33 | *4 |
| For registered-package envelopes..... | 54,754 | 52,103 | 2,651 |
| For tag envelopes..... | 1,370 | 56 | 1,314 |
| For post-office envelopes..... | 24,802 | 23,259 | 1,543 |
| For newspaper and periodical receipt-books..... | 1,543 | 7,013 | *5,470 |
| Total..... | 464,710 | 430,868 | †33,842 |

* Decrease.

† Or 7.8 per cent. net increase.

POSTAGE ON SECOND-CLASS MATTER.

The weight of newspaper and periodical (second-class) matter mailed during the year from regular offices of publication and from news agencies, not including free circulation within the county of publication, was 78,255,164 pounds, or 39,127 $\frac{1164}{1000}$ tons, the postage on which was \$1,565,103.28, an increase of \$166,054.64, or 11.15 per cent., over the amount of postage collected on such matter during the preceding year.

The number of post-offices at which this class of matter was mailed during the year is 5,080, an increase of 259, or 5.37 per cent., over the number for the previous year.

The following table shows the number of pounds of newspapers and periodicals mailed during the year and the amount of postage collected thereon at sixteen of the principal post-offices in the United States:

| Post-office at— | Year ended June 30, 1881. | | Year ended June 30, 1882. | | Increase for 1882. | | | |
|--------------------------|---------------------------|------------------------------|---------------------------|------------------------------|----------------------|-----------------------|-------------------------|------------------------------------------------------------|
| | No. of pounds of matter. | Amount of postage collected. | No. of pounds of matter. | Amount of postage collected. | In number of pounds. | In amount of postage. | Percentage of increase. | Percentage of total amount collected in the United States. |
| New York, N. Y. | 19,340,898 | \$386,817 96 | 21,279,330 | \$425,586 60 | 1,938,432 | \$38,768 64 | 10.0 | 27.19 |
| Chicago, Ill. | 7,003,925 | 140,078 50 | 7,761,695 | 155,233 90 | 757,770 | 15,155 40 | 10.8 | 9.82 |
| Boston, Mass. | 4,163,075 | 83,281 50 | 4,819,700 | 96,394 00 | 656,625 | 13,112 50 | 15.3 | 6.16 |
| Philadelphia, Pa. | 3,508,202 | 70,184 04 | 4,228,539 | 84,570 78 | 719,337 | 14,386 74 | 20.5 | 5.43 |
| Saint Louis, Mo. | 3,223,492 | 64,469 84 | 3,472,243 | 69,444 86 | 248,751 | 4,975 02 | 7.7 | 4.44 |
| Cincinnati, Ohio. | 2,774,289 | 55,485 78 | 2,786,313 | 55,726 26 | 12,024 | 240 48 | 4 | 3.56 |
| Augusta, Me. | 3,251,388 | 65,027 76 | 2,572,055 | 51,441 10 | *679,333 | *13,586 66 | *20.9 | 3.28 |
| San Francisco, Cal. | 1,197,029 | 23,940 58 | 1,346,873 | 26,937 46 | 149,844 | 2,996 88 | 12.5 | 1.71 |
| Detroit, Mich. | 1,069,023 | 21,380 46 | 1,133,707 | 22,674 14 | 64,684 | 1,293 68 | 6.0 | 1.45 |
| Milwaukee, Wis. | 948,461 | 16,969 22 | 965,201 | 19,304 02 | 116,740 | 2,334 80 | 13.8 | 1.23 |
| Louisville, Ky. | 804,042 | 16,080 84 | 956,564 | 19,131 28 | 52,522 | 1,050 44 | 5.8 | 1.22 |
| Cleveland, Ohio. | 878,119 | 17,562 38 | 779,541 | 15,590 82 | *98,578 | *1,971 56 | *11.2 | .99 |
| Pittsburgh, Pa. | 715,519 | 14,310 38 | 793,918 | 15,878 36 | 78,399 | 1,567 98 | 10.9 | 1.01 |
| Saint Paul, Minn. | 552,632 | 11,052 64 | 751,243 | 15,024 86 | 198,611 | 3,972 22 | 36.9 | .86 |
| Toledo, Ohio. | 704,063 | 14,081 26 | 716,472 | 14,329 44 | 12,409 | 248 18 | 1.8 | .92 |
| Baltimore, Md. | 614,091 | 12,281 82 | 674,816 | 13,496 32 | 60,725 | 1,214 50 | 9.9 | .86 |
| | 50,749,248 | 1,014,984 96 | 55,038,210 | 1,100,764 20 | 4,288,962 | 85,779 24 | 8.4 | 70.33 |

* Decrease.

Since January 1, 1875, the postage on newspapers and periodicals mailed by publishers and news agents to regular subscribers or news agents has been prepaid at pound rates. The matter is weighed in bulk, and the postage paid with special adhesive stamps, officially designated as newspaper and periodical stamps. A receipt is given the publisher or news agent for each consignment of matter, and the proper amount of stamps is affixed to the stub in the receipt-book, on which is also entered a memorandum showing the name of the publication the date of mailing, the weight of matter, and the amount of postage collected. The postmaster is required to render a quarterly statement to this office showing the total weight of matter mailed and amount of postage collected from each publisher and news agent during the quarter. The stamps are charged to the postmaster's account when issued, and if affixed to the stubs and canceled, the revenue is secured to the government. To insure this postmasters are required at the close of each quarter to send the stubs used during the quarter to this office, where they are carefully examined and compared with the memorandum entries and with the quarterly statements. Discrep-

ancies are not infrequently discovered, and postmasters are required to make good all deficiencies. But undoubtedly the most important benefit of requiring the return of the stubs is in admonishing postmasters to properly apply and cancel the stamps, when, through neglect or design, this duty would often be omitted if the stubs were permitted to remain in the post-office. The examination of the stubs of course imposes much labor, but the expenditure is well repaid. During the last year examinations were made of the stubs in 22,432 receipt-books, and 19,032 quarterly statements were examined and recorded. The sum of \$1,733.55 was collected at proper rates from publishers and news agents on matter mailed but not entitled to go as second-class matter.

NEW CONTRACT FOR STAMPED ENVELOPES AT REDUCED PRICES.

During the year the preliminary steps were taken for obtaining a new contract for stamped envelopes and newspaper wrappers, the old contract expiring on the 30th September. Substantially the same course was pursued as when the late contract was entered into, four years ago. Under date of May 1, 1882, advertisements were published in various newspapers in the principal cities, inviting sealed proposals from envelope manufacturers, until 12 m. of the 8th day of June, for all the stamped envelopes and wrappers that the department might order during the contract term of four years, commencing on the 1st October. Full and explicit specifications as to the requirements accompanied the blank form of proposals furnished to bidders, to which were attached samples of the various sizes and grades called for. The standards of the several grades of paper were prescribed, the character of the materials entering into their composition, the weight per ream of specified sizes, and other particulars connected with the manufacture of the paper being fully set forth. Other specified requirements related to the manufacture of the envelopes and wrappers, the preparation and control of the dies for embossing the stamps, the security of the building used for manufacture, the sufficiency of stock to be kept on hand, the place and manner of delivery, the mode of packing for shipments, the destruction of spoiled work, the manner of inspection by the agents of the department, and, in short, to all the particulars needful to secure the interests of the government in connection with the contract. Bids were to be made for each item separately, and it was provided that the award should be made as a whole to the lowest responsible bidder in the aggregate on the basis of the actual number of each of the several kinds issued during the year ended March 31, 1882, the total issues of that year having aggregated 249,308,750 envelopes and wrappers. The forfeiture for failure of the successful bidder to enter into contract was placed under guarantee at \$50,000, and the penalty of the bond for non-performance of contract at \$200,000. On the day fixed for the receipt of bids (June 8) five sealed proposals were submitted, and on being opened and examined by the Postmaster-General and myself, in the presence of the bidders and others, the names of the bidders and the amounts of their respective bids, on the basis referred to, were found to be as follows:

| | |
|-------------------------------------------------------------------------------------------------------------------|---------------|
| 1. The Plimpton Envelope Company, of Hartford, Conn., and the Morgan Envelope Company, of Springfield, Mass | \$456, 197 58 |
| 2. White, Corbin & Co., of Rockville, Conn | 461, 842 90 |
| 3. The Holyoke Envelope Company, of Holyoke, Mass..... | 464, 421 21 |
| 4. Geo. F. Nesbitt & Co., of New York City | 470, 927 62 |
| 5. Wade H. Hill, of Worcester, Mass..... | 476, 585 40 |

The closeness in amount between these several bids bears evidence to the exactness with which the requirements of the contract were estab-

lished by the specifications. The lowest bidders were the Plimpton and Morgan companies, who had held the contract for the two previous terms of four years each, and the new contract was accordingly awarded to them. The contract was duly executed, and its performance, entered into on the 1st October, is now satisfactorily progressing. The prices in the new contract average a reduction of nearly 7 per cent. from those in the old one. The law requires that stamped envelopes shall be sold at the cost of procurement, as near as may be, and accordingly a new schedule of prices has been adopted for the sale of the envelopes to the public at reduced rates. The present reduction follows one of about 20 per cent. four years ago under the contract then made. Under the new schedule the best quality note size envelopes will be sold, exclusive of the postage value, at \$1.60 per 1,000; of full letter size, at \$2 per 1,000; of commercial size, at \$2.20 per 1,000; of extra letter size, at \$2.40 per 1,000; of official size, at \$3.60 per 1,000; and of extra official size, at \$4 per 1,000. The second quality envelopes are sold at 20 cents per thousand less than these prices, and the third quality envelopes at 20 cents per thousand less than the second quality, for corresponding sizes.

The full letter and extra letter sized ungummed envelopes for circulars are sold at \$1.20 and \$1.40 respectively, and the newspaper wrappers at \$1 per 1,000, in addition to postage.

To illustrate the great reduction in the price of stamped envelopes during the past few years, a letter size envelope, which in 1869 was sold at \$4.80 per 1,000, is now furnished in an equally good if not better grade at \$1.80 per 1,000. An extra letter size envelope, which then sold at \$6 per 1,000, can now be furnished in as good quality at \$2.40. The official size, then sold at \$8.60 per 1,000, is now offered in an equally good quality at \$3.40 per 1,000. The public has received the pecuniary benefits of these reductions, the envelopes being sold by the department, as before stated, at the cost of procuring them. Equally great reductions have been attained in the cost of other supplies. Adhesive postage-stamps, which in 1869 cost 27½ cents per 1,000, are now obtained at 9.19 cents per 1,000, and postal cards, first introduced in 1873, and then costing \$1.39½ per 1,000, are now procured at 54.43 cents per 1,000.

POPULARITY OF RETURN REQUEST SYSTEM.

The increasing popularity of the return request system is shown in the issues of stamped envelopes. The total number of stamped envelopes (excluding envelopes for circulars and newspaper wrappers) issued during the year ended June 30, 1877, was 129,199,450, of which 64,824,950, or 50.1 per cent., were plain and 64,374,500, or 49.9 per cent., were printed with special requests for return to writers. The issues for the year ended June 30, 1882 (excluding circular envelopes and wrappers), numbered 188,457,200, of which 87,752,950, or 46.5 per cent., were plain and 100,704,250, or 53.4 per cent., were printed with special requests to return. In other words, the increase in plain stamped envelopes from 1877 to 1882 was 35.3 per cent., while the increase in special request stamped envelopes was 56.4 per cent. No extra charge is made to the public for printing special return requests on stamped envelopes, but they are not furnished in lots of less than 500 each. The contract for stamped envelopes provides that the printing shall be done by the contractor without additional cost to the department.

NEW FIVE-CENT STAMP.

During the year a change was made in the design of the five-cent postage stamp, which is used mostly for correspondence with foreign countries. The following is a description of the new adhesive stamp: On a tablet is suspended an incised shield decorated with an oval of pearls forming a framework to the portrait of the late President of the United States, James A. Garfield, looking toward the left, engraved in line. At the base of the oval is a dark six-pointed star relieved by a white outline, and in the center the figure "5." Disposed on the right and left of the star flows a ribbon containing the legend "Five cents" in white Roman capitals. Below the star and ribbon, on the lower portion of the tablet, appear the words "U. S. Postage," engraved in dark letters. The color of the stamp is chocolate brown. The first issue of the new stamps was under date of April 10, 1882. The embossed stamp on the five-cent stamped envelopes has also been changed to pattern, as nearly as possible, after the design of the adhesive stamp. The new stamp is very much superior to the old one in style and workmanship, and it has been received with flattering expressions of popular approval.

DIVISION OF DEAD LETTERS.

The total number of pieces of mail matter received at the dead letter office during the year was 4,160,554, an increase of 486,349, or 13.2 per cent., over the number received during the previous fiscal year. The number remaining undisposed of at the close of the previous year was 124,731, making the total number in hand for treatment during the year 4,285,285, of which 4,225,685 were finally disposed of, and 59,600 were left on hand at the close of the year for further treatment. The following is the classification and number of pieces of matter in hand during the year:

| | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| Domestic mailed letters, including 3,049,952 ordinary unclaimed letters; 83,187 letters returned from hotels; 14,407 letters bearing fictitious addresses; 136,919 letters returned from foreign countries, and 4,124 registered letters..... | 3,288,589 |
| Domestic unmailable letters, comprising 275,240 held-for-postage letters; 954 letters containing unmailable articles; 274,715 misdirected letters, and 11,711 letters without address | 562,620 |
| Domestic parcels of third and fourth class matter | 60,476 |
| Letters mailed in foreign countries | 356,287 |
| Printed matter, samples, &c., mailed in foreign countries and returnable.. | 17,313 |
| Total, as before | 4,285,285 |

The following was the disposition primarily of the letters handled during the year:

| | |
|------------------------------------------------------------------------------------|------------------|
| Domestic mailed letters: | |
| Card and request letters delivered unopened | 40,676 |
| Letters opened | 3,196,813 |
| Letters left on hand | 51,100 |
| | 3,288,589 |
| Domestic unmailable letters: | |
| Held-for-postage letters forwarded to address unopened on receipt of postage | 38,173 |
| Held-for-postage letters opened | 233,017 |
| Held-for-postage letters left on hand to await return of notices | 4,050 |
| Letters containing unmailable articles opened | 954 |
| Misdirected letters forwarded unopened after correction of address | 99,267 |
| Misdirected letters opened | 175,448 |
| Letters without address opened | 11,711 |
| | 562,620 |

| | | |
|------------------------------------------------------------------|---------|---------|
| Domestic third and fourth class matter: | | |
| Parcels opened and returned | 41,041 | |
| Parcels opened and left on hand | 15,633 | 56,674 |
| Foreign matter: | | |
| Letters delivered | 351,837 | |
| Letters still on hand | 4,450 | |
| Parcels of printed matter, samples, &c., returned unopened | 17,313 | 373,600 |

MATTER OPENED IN DEAD LETTER OFFICE.

The following was the disposition of mail matter opened in the dead letter office:

| | | |
|-------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|
| Delivered: | | |
| Letters containing money | 16,213 | |
| Letters containing drafts, checks, and other evidences of monetary value | 23,828 | |
| Letters containing receipts, paid notes, &c. | 41,588 | |
| Letters containing postage-stamps | 49,577 | |
| Letters containing nothing of value | 526,179 | |
| Photographs | 33,796 | |
| Parcels of merchandise, books, &c. | 41,041 | 732,222 |
| Returned and awaiting evidence of delivery: | | |
| Letters containing money | 1,325 | |
| Letters containing drafts, checks, &c. | 969 | |
| Parcels of merchandise, books, &c. | 7 | 2,301 |
| Under treatment looking to delivery: | | |
| Letters containing money | 1,454 | |
| Parcels of merchandise, books, &c. | 15,633 | 17,087 |
| Filed, upon failure to deliver: | | |
| Letters containing money | 3,550 | |
| Letters containing drafts, checks, &c. | 800 | |
| Letters containing receipts, paid notes, &c. | 3,143 | |
| Letters containing postage-stamps | 2,886 | |
| Photographs | 5,446 | |
| Parcels of merchandise, books, &c. | 19,624 | 35,449 |
| Destroyed: | | |
| Letters containing nothing of value, including 89,900 letters forwarded to writers and returned upon failure to deliver | 2,880,398 | |
| Parcels containing magazines, pamphlets, fruit, cakes, seed, &c. | 14,537 | 2,894,935 |

FOREIGN DEAD MAIL MATTER.

The following statement shows the disposition during the year of dead mail matter originating in foreign countries:

| | | |
|------------------------------------------------------|---------|---------|
| Returned to country of origin: | | |
| Registered letters | 8,137 | |
| Ordinary letters | 336,623 | |
| Parcels of printed matter, &c. | 17,197 | 361,957 |
| Delivered to addressees: | | |
| Registered letters | 480 | |
| Ordinary letters | 203 | 683 |
| Misdirected matter forwarded to corrected addresses: | | |
| Ordinary letters | 6,394 | |
| Parcels of printed matter, &c. | 116 | 6,510 |
| On hand under treatment: | | |
| Registered letters | 203 | |
| Ordinary letters | 4,247 | 4,450 |
| Grand total | | 373,600 |

MATTER RETURNED FROM FOREIGN COUNTRIES.

The following number of pieces of matter originating in the United States was returned to the dead letter office from foreign countries during the year, as undeliverable:

| | |
|-------------------------------------|---------|
| Registered letters | 982 |
| Ordinary letters | 136,919 |
| Parcels of printed matter, &c. | 24,581 |
| | <hr/> |
| | 162,482 |

DEAD REGISTERED MATTER.

Included in the matter under treatment during the year were the following registered letters and parcels:

| | |
|-------------------------------------------------------------------------------|--------|
| Number delivered to addressees or restored to senders | 11,291 |
| Returned to postmasters for delivery and awaiting receipts | 35 |
| Filed upon failure to discover ownership, subject to future reclamation | 485 |
| | <hr/> |
| Total | 11,811 |

VALUABLE INCLOSURES.

Evidence of the great value of the inclosures found in many of the letters and parcels received and opened at the dead letter office will be disclosed by an examination of Table No. 13 herewith. Among them were 19,989 containing money to the amount of \$44,326.65; 24,575 containing checks, drafts, money-orders, &c., representing a value of \$1,962,413.73; 90,842 containing merchandise, books, &c.; 52,463 containing postage-stamps; 44,731 containing receipts, paid notes, &c.; and 39,242 containing photographs. The articles of merchandise are of every conceivable kind, and often of rare interest and great value.

REVENUE FROM DEAD MATTER.

The sum of \$3,739.02 was received for postage on insufficiently prepaid letters forwarded to destination, and upon articles of third and fourth class matter returned to the senders, and \$7,457.63, taken from dead letters which could not be restored to the owners, was deposited in the Treasury to the credit of the Post-Office Department. Statistics more in detail concerning the operations of the dead letter office will be found in tables numbered from 10 to 15 hereto attached.

CHANGE IN TREATMENT OF HELD-FOR-POSTAGE LETTERS.

An important change in the mode of treating "held-for-postage" letters, and insufficiently prepaid articles of third and fourth class matter, was made by a formal order of the Postmaster-General, bearing date of May 11, 1882, to take effect on the 1st of July next ensuing. The law requires that, to be entitled to admission into the mails, domestic letters (of whatever weight) shall be prepaid to the extent of at least one full rate of postage, and that third and fourth class matter shall be prepaid in full. The statute (section 3937, Revised Statutes) with respect to letters is in the following words:

All domestic letters deposited in any post-office for mailing, on which the postage is wholly unpaid or paid less than one full rate as required by law, except letters lawfully free, and duly certified letters of soldiers, sailors, and marines in the service of the United States, shall be sent by the postmaster to the dead letter office in Washington. But in large cities and adjacent districts of dense population, having two or

more post-offices within a distance of 3 miles of each other, any letter mailed at one of such offices, and addressed to a locality within the delivery of another of such offices, which shall have been inadvertently prepaid at the drop or local letter of postage only, may be forwarded to its destination through the proper office, charged with the amount of the deficient postage, to be collected on delivery.

The mode of treating letters held under this law was described on page 255 of the Postmaster-General's Report for 1879, as follows:

Those that bear a name and address, or a business card, post-office box, or other designation by which the writer can be identified, are immediately restored to the owner, or his attention invited to the deficiency of postage by the postmaster at the mailing office. Of the balance, all "local" or "drop" letters are delivered by the postmasters to the persons addressed, upon payment by them of the necessary postage, after due notice of the fact and cause of detention. The remainder are sent to the dead letter office, and are at once examined by an expert, who, taking into consideration the places of origin and destination of each letter, determines whether it can be returned to the writer in less time than would be required to collect the postage from the addressee and forward the letter to destination. And each letter is then treated in the way decided to be the quicker. Wherever a doubt exists, or where the difference is very small, the postage is collected and the letter forwarded, thus preserving the seal intact.

The first-class offices made daily and all other offices weekly returns of held-for-postage matter. Of the 129,507 letters received at the dead letter office during the six months ended December 31, 1881, 32,479, or 25 per cent., were forwarded to addressees; 80,593, or 62 per cent., were returned to the writers; and 13 per cent., containing no clew to identify the writers, were destroyed. The deliveries, therefore, represented 87 per cent. of the total number received.

The Postmaster-General's order of May 11, referred to, and the regulations made in pursuance thereof, provide that before sending held-for-postage letters to the dead letter office the addressees shall be given the opportunity of securing such letters direct from the mailing office upon furnishing the amount of stamps required to supply the deficient postage, in compliance with notice given by the postmaster. Upon failure of the addressees to respond within proper time the letters are to be sent to the dead letter office, as required by law. The order includes insufficiently prepaid third and fourth class matter within its provisions, but it does not, of course, apply to letters or other matter which bear the card or address of the sender, such matter being returned immediately to the party mailing it. The order was restricted in its operations to a number of the larger offices—those at which the free delivery system is employed—as it could not reasonably be expected that at the great mass of the smaller offices the work would be done with that degree of intelligence and promptness necessary to secure efficient results. It was thought best to draw the line, for the present at least, at the free delivery offices, it having been ascertained that fully 45 per cent. of all the held-for-postage letters received at the dead letter office from that class of offices bore two-cent stamps, thus exhibiting a great popular misapprehension of the difference between the rates of postage on local letters and those addressed to other post-offices.

The merits of the new plan are obvious. It would seem only just that the addressee, with the ultimate liability of being called upon for the deficient postage, should in the first instance be given the opportunity of paying it, and of thus securing possession at the earliest possible moment of the matter detained. And it admits of no question that, in the great majority of cases, matter can be delivered more speedily when sent direct from the mailing offices than when forwarded from a common center (say the dead letter office) to which it must first be gathered for distribution.

The change was received with great favor, which has been fully justified by its results. Returns have been received from 97 of the free-delivery offices for the quarter ended September 30, showing that out of a total of 77,954 pieces of held-for-postage matter (letters and parcels) accruing at these offices, 59,711 pieces were forwarded to addressees upon receipt of the deficient postage; 11,767 were sent to the dead-letter office upon failure of the addressees to respond; and 6,476 received near the close of the quarter were still on hand awaiting the return of notices. Excluding these latter leaves the number of pieces finally treated by the mailing offices during the quarter at 71,478, of which those forwarded to the addressees represented about 84 per cent., and those sent to the dead-letter office about 16 per cent.

The large proportion of direct deliveries from the mailing offices has exceeded the most sanguine expectations, and it fully sustains the theory upon which the new treatment was founded, that the addressees would willingly pay the deficient postage rather than have the matter go to the dead-letter office, the notices sent to them presenting that alternative. No serious obstacles have been encountered in carrying the new order into practical effect, and in view of its present success it might be advantageously extended to a still larger number of the principal offices.

DIVISION OF REGISTRATION.

The total number of letters and parcels forwarded by registered mail during the fiscal year ended June 30, 1882, was 9,627,922, as follows:

| | |
|----------------------------------------------------------------------------------------------------------------------|------------------|
| Domestic letters | 7,200,118 |
| Domestic parcels of third and fourth class matter | 799,479 |
| Letters to foreign countries | 393,107 |
| Parcels of third and fourth class matter to foreign countries | 22,275 |
| Official letters and packages forwarded by the government, and by law exempt from the payment of registry fees | 1,212,943 |
| Total | 9,267,922 |

The amount of registry fees collected was \$841,497.90, an increase over the previous year of \$128,615.70, or 18.04 per cent. The increase in the total number of letters and parcels registered was 1,289,004, or 15.46 per cent. Subdividing this total, the increase in the number of letters, domestic and foreign, for the public was 1,121,375, or 17.33 per cent.; of parcels of third and fourth class matter, domestic and foreign, for the public 164,782, or 25.08 per cent.; and of letters and parcels for the government, only 2,847, or about one-fifth of one per cent. The increase of registry business for the public was thus a little over 18 per cent. Statistics more in detail will be found in tables numbered from 16 to 19 accompanying this report.

LOSSES.

During the year 7,082 registered letters and parcels were reported to the chief inspector as having been lost or tampered with. Of these 4,076 were found to have been delivered, or satisfactorily accounted for, and 2,513 are still undergoing investigation, leaving the actual losses as far as ascertained at 493 cases. The losses were due to a variety of causes, such as fire, burglary, highway robbery, theft, &c. If the cases still under investigation should result in the same proportion of loss as those that have been closed, the total losses for the year will number 726, or one out of every 13,262 pieces mailed. This is an unusually small proportion of loss, and it is to be taken in evidence of the increased efficiency of the registry service. Fuller details respecting the subject

of losses will be found in the report of the chief post-office inspector. Great credit is due to the inspectors for the energy, fidelity, judgment, and care with which they have treated the cases reported to them for investigation.

THROUGH-POUCH SYSTEM.

The system of exchanging registered matter in bulk between the larger offices by means of locked pouches was extended to 19 offices and discontinued at 25, leaving it in operation at 119 offices at the close of the year. The new tell-tale or rotary lock, referred to in my report of last year, was put into use early in the present calendar year, and it is proving a valuable instrument to the through-pouch system, effecting a great saving of clerical labor in dispensing with the necessity of examining and recording the contents of through pouches when lying over in transit at intermediate through-pouch offices. The system continues to operate satisfactorily wherever it is employed; indeed, in view of the great volume which the business has now attained it has become almost indispensable to the machinery of the registry system.

BRASS LOCK REGISTRY EXCHANGE SYSTEM.

The brass lock registry exchange system, established some three years since for exchanges on the important lines of star service, is still in successful operation. It was employed at 146 offices at the close of the year. It has proven a most valuable auxiliary to the through-pouch system on the railroads, to which it in general corresponds. Its essential features were explained in my reports of the last two years.

INTERNATIONAL REGISTERED THROUGH-POUCH EXCHANGE.

For a long period the department experienced much embarrassment from the defective system of exchanges of the registered mails with the eastern portion of the Dominion of Canada. Over a portion of the route of transmission, such mails were not in the special custody of a postal employé of either country, as is contemplated by the fundamental idea of our registry system. From Montreal, Canada, to Saint Albans, Vt., the registered pouches, fastened with a lead seal, were sent in a United States Treasury bonded car. From Saint Albans to Saint Armands, Canada, in the other direction, they were placed in the compartment of a car and locked with an iron lock. Great delays were also suffered in making connections, and, with the insecurity attending the system, formed the subject of frequent complaints. An entire registered mail was lost on the Canada side of the border, in the month of October, 1880, and not a trace of it could subsequently be discovered. Correspondence failed to secure better arrangements, and the evil became so urgent as to call imperatively for a remedy. With this end in view a conference was held at Montreal in September, 1881, between representatives of the Canadian Postal Department and Assistant Railway Mail Superintendent Moses, detailed to this office for duty in connection with the registry system, and myself, at which the details of a plan of international registry exchanges were arranged, and subsequently formally ratified by the postmasters-general of the two countries, to take effect January 1, 1882. In agreeing to the new international exchange system, the Canadian authorities so far varied from their domestic system as to make it conform in general to the methods employed in the registry service of this country. Among the principal features of the new

plan is the personal custody of pouches by sworn employés of the two countries; a complete chain of receipts and records from employé to employé between terminal points; the use of the tell-tale or rotary lock, and of the manifold through-pouch bill with coupon attachment; and the gathering and distribution of registered mail to and from through-pouch centers, according to our domestic through-pouch system. Each country furnishes its own pouches, locks, and other equipments. The lock used by the Canadian authorities is on the same principle as that adopted in this country and already referred to in another portion of this report. Locks of both countries are embossed with the name of the country of ownership.

In addition to the security, a great saving of time has been effected by the new arrangement. For instance, the former time for registered exchanges from New York to Montreal was 58 hours and 25 minutes, and now it is 24 hours and 50 minutes, a reduction in time of 33 hours and 35 minutes. From Montreal to New York the former time of 36 hours has been reduced to 25 hours and 22 minutes, a saving of 10 hours and 38 minutes.

The eastern portion of the United States has been districted by published schemes defining the respective limits of territory within which registered mails should be sent to and received from Canada through the international registry exchange offices of New York, Boston, Saint Albans, and Buffalo, with exceptions for Ogdensburgh, N. Y., and Island Pond, Vt. Similar schemes have also been arranged by the Canadian authorities for collecting and distributing the through registry mails in their country.

On the basis of a count for one quarter, the estimated number of registered pieces exchanged during the year 1881 between Boston and Montreal was 12,000; between New York and Montreal, 16,000; between Island Pond, Vt., and points in Canada, 15,000. A large increase on these figures has already resulted from the better system of exchanges, and from the addition of new territory to each of the through-pouch centers. Correspondence is now in progress looking to the extension of the eastern system of exchanges to the western portion of the country. This accomplished, the system of registry exchanges between the two countries will be complete.

GENERAL.

Attention was directed in my report of last year to the almost complete remodeling of the registry system during the previous four years. A summary was given of the principal changes that had been made, through which the machinery was simplified, the work greatly lessened, and the security enhanced. An extraordinary increase of business was pointed out to show the popular appreciation of the efforts made to improve the service. Special mention was made by the Postmaster-General in his report of the great growth and satisfactory condition of the service, and they were favorably commented upon by the President in his regular annual message to Congress.

The registry system was established by act of Congress of March 3, 1855. After being four years in operation, the receipts from this source dwindled from \$31,466.50 the first year, ended June 30, 1856, to \$25,038.70 for the year ended June 30, 1860. In his report for the last-mentioned year the Postmaster-General, in a most elaborate article, recommended that the system be discontinued, a recommendation that, in view of the present great utility and prosperity of the system, was happily not carried out. For the year ended June 30, 1877, the amount

of registry fees collected was \$367,438.80. The amount collected from this source during the last fiscal year was \$841,497.90, an increase over the amount for the year 1877 of \$474,059.10, or a little more than 129 per cent. The receipts from registration have thus much more than doubled within the past five years, while the general receipts of the postal service have been more than thirteen years in attaining a similar rate of increase. The recent extraordinary growth of the registry service is especially gratifying, both because of the long period that the system has been in operation, and because the work is done at a handsome profit. Not only do the registry fees more than compensate for the labor imposed by registration, but an additional profit is in the postage on valuable letters that would never be entrusted to the mails except for the security afforded by the registry system. For example, a single registered parcel mailed in Philadelphia in September bore, besides a ten-cent stamp for the registry fee, \$127.90 in stamps to prepay postage at letter rates.

Evidence of the great values entrusted to the registered mails will be found in Table No. 17 attached to this report, from which it will appear that during the last year the Treasury alone forwarded 81,335 registered parcels containing United States bonds, currency, coupons, coin, internal revenue stamps, &c., representing a value of \$514,778,237.51. Of this immense sum not a penny was lost, so far as is now known.

DIVISION OF FILES, RECORDS, AND MAILS.

The number of letters and other inclosures received, opened, and examined during the year was 1,162,500. Among these were 1,062 that contained money, and 4,340 that contained stamps, envelopes, and postal cards returned for redemption. Of the letters received 36,483 were briefed and recorded, and filed after final action had been taken on them. The number of letters written in the office, copied, enveloped, and mailed was 12,403.

Very respectfully, your obedient servant,

A. D. HAZEN,

Third Assistant Postmaster-General.

Hon. T. O. HOWE,
Postmaster-General.

No. 1.—*Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1884.*

I.—ADHESIVE POSTAGE STAMPS.

| | |
|------------------------------------------------------------------------------------------------------------------------------------|---------------|
| For manufacture of ordinary postage stamps, of official stamps, of newspaper and periodical stamps, and of postage-due stamps..... | \$130,000 00 |
| The number of these stamps issued during the fiscal year ended June 30, 1882, was..... | 1,130,470,088 |
| Add 12 per cent. for increase | 135,656,410 |
| Gives estimated issue for fiscal year ending June 30, 1883 | 1,266,126,498 |
| Add 12 per cent. for increase, as before | 151,935,179 |
| Gives estimated number required for fiscal year ending June 30, 1884.. | 1,418,061,677 |
| Cost of manufacturing that number at present contract price, 9.19 cents per thousand..... | \$130,319 86 |

The increase in the number of adhesive stamps of all kinds issued during the fiscal year ended on the 30th of June last was a little over 17 per cent.; but this rate of increase was an abnormal one, due in part to an unusual prosperity in the business in-

terests of the country, and in part to a special cause which was explained in the report of last year (pp. 354 and 361 Report of Postmaster General for 1881). Under ordinary conditions it would hardly be reasonable to expect an annual increase of more than 12 per cent., and accordingly the issues of the last year have been augmented at that rate to arrive at the probable number required for the ensuing fiscal year. The present contract does not expire until the 30th of June, 1885, and this estimate has consequently been governed by existing prices. The estimate has, however, been placed in even figures at \$130,000. The appropriation for the current year is \$109,000; but from present indications this amount will hardly be sufficient to meet the demands of the year.

II.—POSTAGE STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for expenses of the agency..... \$8,100 00

This estimate agrees in amount with the appropriation for the present year.

III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

For manufacture of stamped envelopes, newspaper wrappers, and letter sheets..... \$632,000 00

The cost of the stamped envelopes and wrappers issued during the fiscal year ended June 30, 1882, at the prices in the contract which took effect October 1, 1882, would amount to..... 477,960 08

Add 15 per cent. for increase..... 71,694 01

Gives estimated cost at same prices for fiscal year ending June 30, 1883.. 549,654 09

Add 15 per cent. for increase, as before..... 82,448 11

Gives estimated cost for fiscal year ending June 30, 1884..... 632,102 20

The appropriation for the current year is..... 547,000 00

The actual cost of stamped envelopes and wrappers issued during the last fiscal year was \$510,399.45; but a new contract was entered into for four years from the 1st of October, 1882, at an average reduction of nearly seven per cent. in previous prices, and the calculations in this estimate have accordingly been made upon the basis of the new prices. The increase in the number of envelopes and wrappers issued during the last fiscal year over that of the previous year was nearly 13 per cent., but as the reduced prices are likely to largely augment the demand, allowance has been made for an annual increase of 15 per cent. in the issues. By law the cost of procuring stamped envelopes is added to the postage value in fixing the schedule of prices to the public, and the expenditure under this head is consequently refunded to the government when the envelopes are sold. Authority was granted by the sundry civil appropriation act passed at the late session of Congress, to use the appropriation for stamped envelopes for the current year for the purchase of stamped letter sheets (combined letter sheet and envelope) not previously furnished. No arrangements have as yet been made for procuring these articles, but they may be introduced before the close of the year, and in view of that event it is deemed advisable to include them in the estimate for stamped envelopes for the coming year.

IV.—STAMPED ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and newspaper wrappers, and for expenses of agency..... \$16,000 00

This estimate agrees in amount with the appropriation for the present fiscal year.

V.—POSTAL CARDS.

For manufacture of postal cards..... \$253,000 00

The total number of postal cards issued during the fiscal year ended June 30, 1882, was..... 351,498,000

Add 15 per cent. for increase..... 52,724,700

Gives estimated number for year ending June 30, 1883..... 404,222,700

Add 15 per cent. for increase..... 60,633,405

Gives estimated number for year ending June 30, 1884..... 464,856,105

The cost of manufacturing these articles, at the present contract price of
54.43 cents per thousand, is..... \$253,021 17

The appropriation for the present fiscal year is 242,000 00

The issue of postal cards has fluctuated widely during the past few years. For 1879 the ratio of increase was 10.55 per cent.; for 1880, 22.80 per cent.; for 1881, 13.20 per cent., and for 1882, 13.90 per cent. It will probably be sufficient to allow for an annual increase of 15 per cent., as has been done in the foregoing estimate. The present contract is for four years ending on the 30th June, 1885.

VI.—POSTAL CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for expenses
of the agency \$7,300 00

This estimate agrees with the present appropriation.

VII.—REGISTERED PACKAGE, POST-OFFICE, AND DEAD LETTER ENVELOPES.

For registered package, post-office, and dead letter envelopes \$140,000

The registered package envelopes are large manila envelopes used for inclosing registered letters and other registered matter, for safer transmission; the post-office envelopes are for the use of postmasters in their official correspondence; and the dead-letter envelopes are used for returning letters from the Dead-Letter Office to the writers. The contract for these envelopes is awarded for one year only, beginning on the 1st of July of each year, and present prices, therefore, afford no absolute criterion in making estimates for future appropriations. The prices for the year ended on the 30th of June last were unusually low, so that the issues for the year cost only \$72,474.53. At the prices in the contract for the present year the same issues would have cost \$98,173.83. The total number of these various kinds of envelopes issued during the fiscal year ended on the 30th of June last was 35,581,550, an increase of 6,783,100, or 23.5 per cent., over the issues of the previous year. At the same rate of increase for the present and next fiscal years the issues for the year ending June 30, 1884, would number 54,269,869, and would cost, on the basis of existing contract prices, \$149,737.17. Allowing for an increase of 20 per cent. in the issues, the cost at present prices would amount to \$141,370.31. The major portion of the appropriation is expended for envelopes for registry business, and for several years past this service has been increasing very nearly at the rate of 20 per cent. per annum. It is proper to say that the contract for these envelopes, like that for stamped envelopes, has been awarded to the lowest bidder, after public advertisement, and upon samples furnished by the department. The estimate is placed in even figures at \$140,000. The appropriation for the current year is \$110,000.

VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters..... \$1,500

By law (sections 3913, 3976, 3977, 3978, Revised Statutes) this appropriation is necessary for the payment to masters or owners of vessels not regularly engaged in transporting the mails for letters brought and delivered to post-offices on arrival in port for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amounts paid to said masters or owners, which amounts are consequently refunded to the department. The expenditure for the last fiscal year was \$1,444.38, for 1881 it was \$990.95, and for 1880 it was \$1,355.51. The appropriation for the current year is \$1,500, and the estimate for the next fiscal year is placed at the same figures.

IX.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants \$2,000

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The expenditure on this account during the last fiscal year was \$1,644.35, and in view of the manifestly increasing needs the estimate for the ensuing year is placed at \$2,000.

X.—MISCELLANEOUS.

For miscellaneous items \$1,00

This estimate is for the same amount as the appropriation for the current fiscal year.

Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1883, with estimates for the year ending June 30, 1884.

| Items. | Amount appropriated year ending June 30, 1883. | Estimate for year ending June 30, 1884. | Increase of estimates. | |
|-------------------------------------------------------------|------------------------------------------------|-----------------------------------------|------------------------|-------------|
| | | | Amount. | Per cent. |
| Adhesive postage stamps | \$109,000 00 | \$130,000 00 | \$21,000 00 | 19.2 |
| Postage stamp agency | 8,100 00 | 8,100 00 | ..... | ..... |
| Stamped envelopes and wrappers | 547,000 00 | 632,000 00 | 85,000 00 | 15.5 |
| Stamped envelope agency | 16,000 00 | 16,000 00 | ..... | ..... |
| Postal cards | 242,000 00 | 253,000 00 | 11,000 00 | 4.5 |
| Postal card agency | 7,800 00 | 7,800 00 | ..... | ..... |
| Registered package, post-office, and dead-letter envelopes. | 110,000 00 | 140,000 00 | 30,000 00 | 27.2 |
| Ship, steamboat, and way letters | 1,500 00 | 1,500 00 | ..... | ..... |
| Engraving, printing, and binding drafts and warrants. | 1,500 00 | 2,000 00 | 500 00 | 33.3 |
| Miscellaneous | 1,000 00 | 1,000 00 | ..... | ..... |
| Total | 1,043,400 00 | 1,190,900 00 | 147,500 00 | 14.1 |

No. 2.—Statement exhibiting the receipts and expenditures, under appropriate heads, by quarter, and June

RECEIPTS.

| | Quarter ended September 30, 1881. | Quarter ended December 31, 1881. | Quarter ended March 31, 1882. | Quarter ended June 30, 1882. |
|-----------------------------------------------------------------------------------|-----------------------------------------|----------------------------------------|-------------------------------------|------------------------------------|
| Letter-postage paid in money..... | \$48,218 32 | \$20,880 54 | \$25,060 37 | \$2,817 09 |
| Box-rents..... | 393,527 16 | 403,422 78 | 422,145 81 | 433,036 46 |
| Fines and penalties..... | 1,040 87 | 5,304 25 | 12,472 12 | 1,610 25 |
| Postage-stamps, stamped envelopes, news- paper wrappers, and postal cards..... | 9,040,588 29 | 10,179,901 18 | 10,486,540 42 | 9,906,237 11 |
| Dead letters..... | 1,423 90 | 3,217 38 | 1,229 99 | 1,786 36 |
| Revenue from money-order business..... | 5,908 91 | 7,584 77 | 8,178 09 | 800,767 25 |
| Miscellaneous..... | 5,908 91 | 7,584 77 | 8,178 09 | 12,811 80 |
| | 9,490,706 95 | 10,620,400 90 | 10,956,235 80 | 10,800,066 50 |

Comparison, including revenue from money-order business:

Increase of receipts over year ended June 30, 1881, \$5,091,012.18, or 13.8 + per cent.

Increase of receipts over year ended June 30, 1880, \$8,560,930.81, or 25.6 + per cent.

EXPENDITURES.

| | | | | |
|----------------------------------------------------------------------------------------------------|--------------|--------------|--------------|--------------|
| Compensation of postmasters..... | 2,143,457 31 | 2,221,861 39 | 2,330,734 53 | 2,268,923 49 |
| Compensation of clerks for post-offices..... | 952,588 95 | 959,306 32 | 974,114 04 | 1,022,437 29 |
| Compensation of letter-carriers, and inci- dental expenses..... | 641,404 46 | 633,951 64 | 654,913 89 | 672,992 75 |
| Wrapping-paper..... | 7,102 25 | 7,214 58 | 2,135 09 | 3,541 07 |
| Twine..... | 8,486 00 | 13,974 00 | 12,461 00 | 17,433 64 |
| Postmarking and canceling stamps..... | 2,998 75 | 2,663 15 | 8,723 50 | 4,758 90 |
| Letter-balances..... | 7,088 20 | 843 60 | 751 10 | 1,317 10 |
| Rent, light, and fuel for post-offices..... | 88,094 49 | 100,565 30 | 98,799 19 | 114,519 06 |
| Stationery..... | 15,696 60 | 13,724 61 | 14,387 99 | 12,706 04 |
| Furniture for post-offices..... | 3,197 89 | 5,945 14 | 8,685 72 | 7,887 89 |
| Miscellaneous, office of First Assistant Post- master-General..... | 16,701 59 | 15,946 05 | 14,813 23 | 21,133 89 |
| Inland mail transportation, railroad..... | 2,427,421 07 | 2,526,204 88 | 2,573,348 61 | 2,759,110 44 |
| Inland mail transportation, star..... | 1,504,635 36 | 1,453,816 98 | 1,369,142 40 | 1,376,871 59 |
| Inland mail transportation, steamboat..... | 151,474 70 | 142,191 03 | 128,267 38 | 141,171 65 |
| Transportation by postal cars..... | 309,883 79 | 326,142 88 | 324,834 62 | 342,546 01 |
| Special and necessary facilities, trunk-lines..... | 50,863 89 | 31,570 83 | 61,535 49 | 237,563 54 |
| Compensation of railway post-office clerks..... | 376,315 06 | 386,088 35 | 398,816 00 | 412,212 56 |
| Compensation of route-agents..... | 314,942 39 | 331,268 36 | 328,446 93 | 347,303 89 |
| Compensation of mail-route messengers..... | 48,662 08 | 46,277 83 | 44,145 42 | 50,294 73 |
| Compensation of local agents..... | 39,881 83 | 35,601 79 | 36,759 40 | 36,983 72 |
| Compensation of mail-messengers..... | 171,531 99 | 178,064 82 | 179,789 13 | 184,218 01 |
| Mail-locks and keys..... | 4,000 00 | 231 42 | 4,504 93 | ..... |
| Mail-bags and catchers..... | 75,274 95 | 81,479 51 | 26,995 86 | 13,298 63 |
| Post-route maps..... | 9,303 12 | 12,125 28 | 14,553 34 | 15,832 82 |
| Mail depredations and special agents..... | 39,582 51 | 41,016 74 | 39,457 68 | 44,162 69 |
| Fees to United States marshals, attorneys, clerks of courts, and counsel..... | 196 45 | 1,174 15 | 533 68 | 427 35 |
| Postage-stamps..... | 23,588 81 | 25,462 08 | 28,271 62 | 26,622 72 |
| Distribution of postage-stamps..... | 1,782 96 | 1,911 83 | 1,624 17 | 1,732 50 |
| Stamped envelopes and newspaper wrap- pers..... | 121,977 82 | 128,247 20 | 133,181 30 | 128,993 13 |
| Distribution of stamped envelopes and news- paper wrappers..... | 8,740 00 | 3,753 60 | 3,740 00 | 3,477 60 |
| Postal cards..... | 33,441 25 | 61,059 30 | 49,871 21 | 44,892 25 |
| Distribution of postal cards..... | 1,606 68 | 1,859 57 | 1,969 44 | 1,509 55 |
| Registered-package envelopes, locks and seals, and official and dead-letter envel- opes..... | 16,909 94 | 16,493 65 | 19,884 05 | 19,184 89 |
| Ship, steamboat, and way letters..... | 356 05 | 332 97 | 297 85 | 456 01 |
| Engraving, printing, and binding drafts and warrants..... | 434 57 | 434 30 | 631 13 | 144 35 |
| Advertising..... | 8,026 72 | 15,021 58 | 6,519 82 | 5,686 42 |
| Miscellaneous, office of Postmaster-General..... | 803 34 | 21 86 | ..... | 281 65 |
| Foreign mail transportation..... | 52,927 58 | 51,335 94 | 74,572 30 | 60,515 18 |
| Balances due foreign countries..... | 19 61 | 16,018 14 | 3,453 24 | 2,242 35 |
| Stamps for Postal Union correspondence..... | ..... | ..... | ..... | ..... |
| Postmarking machines..... | ..... | ..... | ..... | ..... |

for the fiscal year ended June 30, 1882, compared with fiscal years ended June 30, 1881, 30, 1880.

RECEIPTS.

| Total year ended June 30, 1882. | Total expenditures on account of previous fiscal years. | Total year ended June 30, 1881. | Compared with year ended June 30, 1881. | | Total year ended June 30, 1880. | Compared with year ended June 30, 1880. | |
|---------------------------------|---------------------------------------------------------|---------------------------------|-----------------------------------------|------------|---------------------------------|-----------------------------------------|-----------|
| | | | Increase. | Decrease. | | Increase. | Decrease. |
| \$97,585 32 | ----- | \$100,809 23 | ----- | \$3,223 91 | \$78,752 92 | \$18,832 40 | ----- |
| 1,652,132 21 | ----- | 1,499,449 87 | \$152,682 34 | ----- | 1,423,301 73 | 228,830 48 | ----- |
| 20,426 99 | ----- | 15,751 44 | 4,675 55 | ----- | 11,287 53 | 9,139 46 | ----- |
| 39,709,357 00 | ----- | 34,885,745 10 | 4,823,611 90 | ----- | 31,494,120 15 | 209,236 85 | ----- |
| 7,657 63 | ----- | 6,584 40 | 1,073 23 | ----- | 6,506 97 | 1,150 66 | ----- |
| 360,707 35 | ----- | 295,581 39 | 65,185 96 | ----- | 269,205 25 | 91,562 10 | ----- |
| 34,483 65 | ----- | 31,476 54 | 3,007 11 | ----- | 32,304 79 | 2,178 86 | ----- |
| 41,876,410 15 | ----- | 36,785,397 97 | 5,094,286 09 | 3,223 91 | 33,315,479 34 | 5,560,930 81 | ----- |
| 36,785,397 97 | ----- | ----- | 8,223 91 | ----- | 41,876,410 15 | ----- | ----- |
| 5,091,012 18 | ----- | ----- | 5,091,012 18 | ----- | 8,560,930 81 | ----- | ----- |

Comparison, excluding revenue from money-order business:

Increase of receipts over year ended June 30, 1881, \$3,025,826.22, or 13.8 + per cent.

Increase of receipts over year ended June 30, 1880, \$8,409,356.71, or 25.6 + per cent.

EXPENDITURES.

| | | | | | | |
|---------------|-------------|--------------|--------------|--------------|--------------|--------|
| 8,904,676 72 | \$10,641 00 | 8,298,742 79 | 665,933 93 | 7,708,407 51 | 1,256,269 18 | ----- |
| 3,908,296 60 | 5,326 22 | 3,676,756 22 | 231,640 38 | 3,567,793 02 | 340,603 58 | ----- |
| 2,623,262 74 | ----- | 2,499,911 54 | 123,351 20 | 2,363,717 71 | 259,545 03 | ----- |
| 19,998 50 | ----- | 24,900 10 | 4,906 51 | 20,000 00 | ----- | \$6 41 |
| 52,754 64 | ----- | 84,603 38 | 31,848 74 | 50,244 00 | 2,510 64 | ----- |
| 14,144 30 | ----- | 13,499 50 | 644 80 | 11,999 60 | 2,144 70 | ----- |
| 10,000 00 | ----- | 7,997 80 | 2,002 20 | 5,999 90 | 4,000 10 | ----- |
| 401,078 04 | 2,461 49 | 382,714 86 | 19,263 18 | 364,018 15 | 37,959 89 | ----- |
| 56,517 28 | 136 19 | 49,238 45 | 7,278 83 | 48,284 81 | 8,232 47 | ----- |
| 20,716 64 | 432 50 | 18,296 87 | 1,419 77 | 16,678 12 | 4,038 52 | ----- |
| 68,594 76 | 299 97 | 80,989 15 | 12,394 39 | 77,210 86 | 8,616 10 | ----- |
| 10,286,085 00 | 146,741 25 | 9,543,155 36 | 742,929 64 | 8,198,591 52 | 2,087,493 48 | ----- |
| 5,704,466 33 | 96,680 80 | 7,170,624 10 | 1,468,157 77 | 6,925,274 98 | 1,220,808 65 | ----- |
| 563,504 76 | 3,595 96 | 826,097 51 | 262,592 75 | 789,101 65 | 2,596 89 | ----- |
| 1,304,407 30 | 13,834 93 | 1,268,221 50 | 35,185 80 | 1,141,545 19 | 161,862 11 | ----- |
| 381,533 75 | ----- | 381,533 75 | ----- | 381,533 75 | ----- | ----- |
| 1,574,031 97 | 872 29 | 1,466,275 52 | 107,756 45 | 1,367,463 35 | 206,568 62 | ----- |
| 1,321,961 57 | 532 18 | 1,241,400 41 | 80,561 16 | 1,116,697 97 | 205,263 60 | ----- |
| 189,380 06 | 401 14 | 106,274 90 | 6,894 84 | 174,854 38 | 14,525 68 | ----- |
| 149,228 74 | ----- | 133,195 22 | 16,033 52 | 119,423 79 | 29,804 95 | ----- |
| 713,803 95 | 11,110 74 | 724,984 21 | 11,380 26 | 667,421 32 | 46,182 63 | ----- |
| 8,736 87 | 96,384 60 | 8,736 37 | ----- | 8,766 50 | 4,969 87 | ----- |
| 197,038 95 | 230 90 | 183,879 59 | 13,159 36 | 131,022 26 | 66,016 69 | ----- |
| 51,914 60 | ----- | 43,725 40 | 8,189 20 | 41,945 67 | 9,968 73 | ----- |
| 164,219 62 | 27 51 | 140,543 63 | 23,675 99 | 143,151 24 | 21,068 38 | ----- |
| 2,231 63 | 1,000 80 | 3,065 22 | 733 59 | 3,712 03 | 1,380 40 | ----- |
| 103,945 23 | ----- | 96,630 30 | 7,314 93 | 89,184 14 | 14,761 09 | ----- |
| 7,051 46 | ----- | 7,204 51 | 153 05 | 7,365 71 | 814 25 | ----- |
| 510,399 45 | ----- | 443,967 42 | 66,432 03 | 418,009 55 | 92,389 90 | ----- |
| 14,711 20 | ----- | 15,150 34 | 439 14 | 15,254 17 | 542 97 | ----- |
| 191,264 02 | ----- | 215,700 57 | 24,436 55 | 191,218 11 | 45 91 | ----- |
| 6,755 19 | 8 39 | 6,434 57 | 320 62 | 6,998 68 | 243 49 | ----- |
| 72,474 58 | ----- | 100,249 50 | 27,774 97 | 69,743 67 | 2,730 86 | ----- |
| 1,444 38 | ----- | 990 95 | 453 43 | 1,355 51 | 88 87 | ----- |
| 1,644 35 | ----- | 1,224 93 | 419 42 | 1,191 47 | 452 88 | ----- |
| 85,254 54 | 1,611 29 | 89,965 01 | 4,700 47 | 27,149 86 | 8,104 68 | ----- |
| 1,167 05 | 560 00 | 940 00 | 167 05 | 1,485 06 | 878 01 | ----- |
| 278,351 00 | 28,063 38 | 224,461 38 | 53,889 62 | 206,000 35 | 72,350 65 | ----- |
| 21,732 34 | 21,932 95 | 12,733 75 | 8,999 59 | 7,538 34 | 14,195 00 | ----- |
| ----- | ----- | ----- | ----- | 1,000 00 | 1,000 00 | ----- |
| ----- | ----- | 6,000 00 | 6,000 00 | ----- | ----- | ----- |

No. 2.—*Statement exhibiting the receipts and expenditures,***EXPENDITURES—Continued.**

| | Quarterended September 30, 1881. | Quarterended December 31, 1881. | Quarterended March 31, 1882. | Quarterended June 30, 1882. |
|---------------------------------------------------------|----------------------------------------|---------------------------------------|------------------------------------|-----------------------------------|
| Miscellaneous, Second Assistant Postmaster-General..... | \$80 00 | \$26 55 | \$287 40 | \$103 76 |
| Refund to New Zealand and New South Wales..... | 10,000 00 | | 10,000 00 | 10,000 00 |
| Miscellaneous, Third Assistant Postmaster-General..... | | 145 50 | 112 22 | 34 50 |
| Miscellaneous, money-order office..... | | | 121 75 | 2,875 26 |
| Rent of money-order building..... | | | | 1,999 98 |
| Furniture for money-order building..... | | | | 5,252 18 |
| | 9,686,810 96 | 9,941,976 70 | 9,976,907 81 | 10,434,539 28 |

Total expenditures for transportation of the mails for the year ended

June 30, 1881..... \$18,808,088 47

Total expenditures for transportation of the mails for the year ended

June 30, 1882..... 18,238,997 14

Decrease from year ended June 30, 1881..... 569,101 33, or 3 + per cent.

Total expenditures for transportation of the mails for the year ended

June 30, 1882..... 18,238,997 14

Total expenditures for transportation of the mails for the year ended

June 30, 1880..... 17,054,513 34

Increase over year ended June 30, 1880..... 1,184,483 80, or 6.9 + percent

under appropriate heads, by quarters, &c.—Continued.

EXPENDITURES—Continued.

| Total year ended June 30, 1882. | Total expenditures on account of previous fiscal years. | Total year ended June 30, 1881. | Compared with year ended June 30, 1881. | | Total year ended June 30, 1880. | Compared with year ended June 30, 1880. | |
|---------------------------------|---------------------------------------------------------|---------------------------------|-----------------------------------------|----------------|---------------------------------|-----------------------------------------|----------------|
| | | | Increase. | Decrease. | | Increase. | Decrease. |
| \$477 71 | | | \$477 71 | ..... | ..... | \$477 71 | ..... |
| 30,000 00 | | | 30,000 00 | ..... | ..... | 30,000 00 | ..... |
| 292 22 | | | 292 22 | ..... | ..... | 292 22 | ..... |
| 2,997 01 | | | 2,997 01 | ..... | ..... | 2,997 01 | ..... |
| 1,999 98 | | | 1,999 98 | ..... | ..... | 1,999 98 | ..... |
| 5,252 18 | | | 5,252 18 | ..... | ..... | 5,252 18 | ..... |
| 40,039,634 75 | \$442,386 48 | \$39,251,736 46 | 2,648,311 32 | \$1,860,413 03 | \$36,101,820 88 | 5,396,701 54 | \$1,458,887 17 |
| 39,251,736 46 | | | 1,860,413 03 | ..... | 40,039,634 75 | 1,458,887 17 | ..... |
| 787,898 29 | | | 787,898 29 | ..... | 3,937,814 37 | 3,937,814 37 | ..... |

Comparison:

Increase of expenditures over year ended June 30, 1881, \$787,898.29, or 2 + per cent.

Increase of expenditures over year ended June 30, 1880, \$3,937,814.37, or 10.9 + per cent.

A. D. HAZEN,
Third Assistant Postmaster-General.



No. 3.—Statement showing appropriations and expenditures for the year ended June 30, 1892.

| Title of appropriation. | Amount of appropriations. | Expended to Sept. 30, 1892. | Balance unexpended. | Excess of expenditure. |
|--------------------------------------------------------------------------------------|---------------------------|-----------------------------|---------------------|------------------------|
| Compensation of postmasters | \$8,992,206 88 | \$8,964,676 72 | \$27,530 16 | |
| Compensation of clerks in post-offices | 3,950,000 00 | 3,908,396 60 | 41,603 40 | |
| Compensation of letter-carriers and incidental expenses | 2,625,000 00 | 2,623,262 74 | 1,737 26 | |
| Wrapping-paper | 25,000 00 | 19,993 59 | 5,006 41 | |
| Twine | 55,000 00 | 52,754 64 | 2,245 36 | |
| Postmarking and canceling stamps | 15,000 00 | 14,144 30 | 855 70 | |
| Letter-balances | 10,000 00 | 10,000 00 | | |
| Rent, light, and fuel for post-offices | 425,000 00 | 401,978 04 | 23,021 96 | |
| Stationery | 50,000 00 | 56,517 28 | | \$6,517 28 |
| Furniture for post-offices | 20,000 00 | 20,716 64 | | 716 64 |
| Miscellaneous, office of the First Assistant Postmaster-General | 90,000 00 | 68,594 76 | 21,405 24 | |
| Inland mail transportation, railroad | 10,608,282 00 | 10,286,085 00 | 322,197 00 | |
| Inland mail transportation, special facilities | 425,000 00 | 381,533 75 | 43,466 25 | |
| Inland mail transportation, star | 7,900,000 00 | 5,704,466 83 | 2,195,533 67 | |
| Inland mail transportation, steamboat | 925,000 00 | 563,504 76 | 361,495 24 | |
| Transportation by postal cars | 1,426,000 00 | 1,303,407 80 | 122,592 70 | |
| Compensation of railway post-office clerks | 1,590,000 00 | 1,574,031 97 | 15,968 03 | |
| Compensation of route-agents | 1,320,000 00 | 1,321,961 57 | | 1,961 57 |
| Compensation of mail-route messengers | 200,000 00 | 189,380 06 | 10,619 94 | |
| Compensation of local agents | 150,000 00 | 149,228 74 | 771 26 | |
| Compensation of mail-messengers | 775,750 00 | 713,603 95 | 62,146 05 | |
| Mail locks and keys | 25,000 00 | 8,736 37 | 16,263 63 | |
| Mail bags and catchers | 200,000 00 | 197,038 95 | 2,961 05 | |
| Post-route maps | 51,914 60 | 51,914 60 | | |
| Mail depredations and post-office inspectors | 175,000 00 | 168,551 25 | 6,448 75 | |
| Fees to United States marshals, clerks, and counsel | | | | |
| Postage-stamps | 105,000 00 | 103,945 23 | 1,054 77 | |
| Distribution of postage-stamps | 8,100 00 | 7,051 46 | 1,048 54 | |
| Stamped envelopes and newspaper-wrappers | 515,000 00 | 510,399 45 | 4,600 55 | |
| Distribution of envelopes and wrappers | 16,000 00 | 14,711 20 | 1,288 80 | |
| Postal cards | 298,000 00 | 191,264 02 | 104,735 98 | |
| Distribution of postal cards | 7,300 00 | 6,755 19 | 544 81 | |
| Registered package envelopes, locks, and seals, and office and dead-letter envelopes | 120,000 00 | 72,474 53 | 47,525 47 | |
| Ship, steamboat, and way letters | 4,500 00 | 1,444 38 | 3,055 62 | |
| Engraving, printing, and binding drafts and warrants | 1,644 35 | 1,644 35 | | |
| Advertising | 35,000 00 | 35,254 54 | | 254 54 |
| Miscellaneous, office of the Postmaster-General | 2,000 00 | 1,107 05 | 892 95 | |
| Foreign mail transportation | 295,000 00 | 278,351 00 | 16,649 00 | |
| Balances due foreign countries | 45,000 00 | 21,733 34 | 23,266 66 | |
| Miscellaneous, office of the Second Assistant Postmaster-General | 1,000 00 | 477 71 | 522 29 | |
| Miscellaneous, office of the Third Assistant Postmaster-General | 1,000 00 | 293 23 | 707 78 | |
| Refund to New Zealand and New South Wales | 40,000 00 | 80,000 00 | 10,000 00 | |
| Miscellaneous, Money-Order building | 3,000 00 | 2,997 01 | 2 99 | |
| Rent, Money-Order building | 8,000 00 | 1,999 98 | 6,000 02 | |
| Furniture, Money-Order building | 10,000 00 | 5,252 18 | 4,747 82 | |
| Total | 43,542,697 83 | 40,039,634 75 | 3,512,513 11 | 9,450 03 |

A. D. HAZEN,
Third Assistant Postmaster-General.

Comparative statement between fiscal years of 1881 and 1882 at Treasury depositories.

| | |
|----------------------------------------------------------------------|----------------------|
| Deposits for fiscal year 1882 | \$20,998,144 72 |
| Deposits for fiscal year 1881 | 11,086,631 17 |
| Increase in deposits for 1882 | 9,911,513 55 |
| Grants from the Treasury for 1881 | \$3,968,453 47 |
| Grants from the Treasury for 1882 | 157,925 80 |
| Increase of grants for 1881 | 3,810,527 67 |
| Increase of deposits for 1882 | 9,911,513 55 |
| Deduct increase of aggregate receipts for 1882 | 6,100,985 88 |
| | 3,810,527 67 |
| Aggregate receipts for 1882 | 21,156,070 52 |
| Aggregate receipts for 1881 | 15,055,084 04 |
| | 6,100,985 88 |
| Increase of deposits for 1882 | 9,911,513 55 |
| Deduct increase of grants for 1881 | 3,810,527 67 |
| | 6,100,985 88 |
| Increase in deposits for 1882 | 10,000,602 89 |
| Decrease in deposits for 1882 | 89,089 34 |
| Increase for 1882, as shown above | 9,911,513 55 |
| Warrants drawn for 1882 | 19,072,353 51 |
| Warrants drawn for 1881 | 13,738,704 88 |
| Increase for 1882 | 5,333,648 63 |
| Balance subject to draft June 30, 1882 | 5,735,845 39 |
| Balance subject to draft June 30, 1881 | 3,651,905 38 |
| Increase for 1882 | 2,083,940 01 |
| Total number of warrants issued during fiscal year 1882 | 38,851 |
| Total number of warrants issued during fiscal year 1881 | 14,713 |
| Increase for 1882 | 24,138 |

23 P M G

No. 4.—Receipts and disbursements at Treasury

| Depositories. | Deposits. | Grants from Treasury. |
|-------------------------------------------------------|---------------|-----------------------|
| Treasurer United States, Washington, D. C | \$423,928 21 | \$1,500 00 |
| Assistant treasurer United States, Baltimore, Md | 400,172 29 | |
| Assistant treasurer United States, Boston, Mass | 2,340,243 89 | |
| Assistant treasurer United States, Chicago, Ill | 3,665,797 83 | |
| Assistant treasurer United States, Cincinnati, Ohio | 1,762,473 26 | |
| Assistant treasurer United States, New Orleans, La | 649,684 00 | |
| Assistant treasurer United States, New York, N. Y | 7,142,279 28 | 156,425 80 |
| Assistant treasurer United States, Philadelphia, Pa | 2,089,913 67 | |
| Assistant treasurer United States, San Francisco, Cal | 920,614 67 | |
| Assistant treasurer United States, Saint Louis, Mo | 1,534,081 16 | |
| First National Bank, Denver, Colo | 911 17 | |
| First National Bank, Galveston, Tex | 218 28 | |
| First National Bank, Helena, Mont | | |
| First National Bank, Leavenworth, Kans | 156 02 | |
| First National Bank, Memphis, Tenn | 664 63 | |
| First National Bank, Milwaukee, Wis | 150 00 | |
| First National Bank, Montgomery, Ala | 1,279 14 | |
| First National Bank, Nashville, Tenn | 100 00 | |
| First National Bank, Portland, Oreg | 1,071 80 | |
| First National Bank, Portsmouth, N. H | 100 00 | |
| First National Bank, Richmond, Va | 22,422 03 | |
| First National Bank, Saint Paul, Minn | 150 54 | |
| First National Bank, Santa Fe, N. Mex | | |
| First National Bank, Trenton, N. J | 1,350 00 | |
| First National Bank, Wilmington, Del | 36 30 | |
| First National Bank, Yankton, Dak | 106 31 | |
| Second National Bank, Saint Paul, Minn | 795 77 | |
| Merchants' National Bank, Cleveland, Ohio | 540 00 | |
| Merchants' National Bank, Little Rock, Ark | 1,011 34 | |
| Merchants' National Bank, Portland, Me | 40 55 | |
| Atlanta National Bank, Atlanta, Ga | 5 00 | |
| Charter Oak National Bank, Hartford, Conn | 200 00 | |
| City National Bank, Grand Rapids, Mich | 500 00 | |
| Davenport National Bank, Davenport, Iowa | 43 76 | |
| Deseret National Bank, Salt Lake City, Utah | | |
| East Tennessee National Bank, Knoxville, Tenn | | |
| Farmers and Mechanics' National Bank, Buffalo, N. Y | 354 12 | |
| Indianapolis National Bank, Indianapolis, Ind | 1,000 00 | |
| Kentucky National Bank, Louisville, Ky | | |
| Lynchburg National Bank, Lynchburg, Va | | |
| Nassau National Bank, Brooklyn, N. Y | | |
| Omaha National Bank, Omaha, Nebr | 190 62 | |
| People's National Bank, Charleston, S. C | 27,531 13 | |
| Planters' National Bank, Richmond, Va | | |
| Raleigh National Bank, Raleigh, N. C | 236 14 | |
| San Antonio National Bank, San Antonio, Tex | 80 75 | |
| State National Bank, Springfield, Ill | 178 28 | |
| Tradesmen's National Bank, Pittsburgh, Pa | 178 28 | |
| Planters' National Bank, Danville, Va | | |
| Total | 20,998,144 72 | 157,925 80 |

depositories during the fiscal year ended June 30, 1882.

| By transfer. | Aggregate accumulation. | Aggregate receipts. | Increase of receipts over 1881. | Decrease of receipts from 1881. | Warrants drawn. |
|--------------|-------------------------|---------------------|---------------------------------|---------------------------------|-----------------|
| \$305,107 60 | \$730,535 81 | \$425,428 21 | \$68,592 67 | | \$677,372 20 |
| | 400,472 29 | 400,472 29 | 92,966 74 | | 288,175 41 |
| | 2,340,243 89 | 2,340,243 89 | 1,186,709 45 | | 1,251,600 92 |
| | 3,665,797 83 | 3,665,797 83 | 2,173,751 67 | | 2,654,199 64 |
| | 1,762,473 26 | 1,762,473 26 | 1,239,271 99 | | 1,420,192 78 |
| 350,000 00 | 999,684 00 | 649,684 00 | 420,515 58 | | 872,807 41 |
| 6,000 00 | 7,311,705 08 | 7,305,705 08 | 2,825,703 75 | | 7,271,807 29 |
| 75,000 00 | 2,164,918 67 | 2,089,913 67 | 924,840 95 | | 1,817,085 69 |
| | 920,614 67 | 920,614 67 | 363,254 47 | | 661,892 98 |
| 800,000 00 | 2,334,911 17 | 1,534,981 16 | 709,388 44 | | 2,157,909 19 |
| | 218 28 | 911 17 | | \$18,666 17 | |
| | | 218 28 | 215 28 | | |
| | 156 02 | 156 02 | 56 02 | 5,716 88 | |
| | 664 63 | 664 63 | 614 63 | | |
| | 150 00 | 150 00 | 50 00 | | |
| | 1,279 14 | 1,279 14 | 1,278 14 | | |
| | 100 00 | 100 00 | | 49 50 | |
| | 1,071 30 | 1,071 30 | | 11,457 67 | |
| | 100 00 | 100 00 | 100 00 | | |
| | 22,482 03 | 22,482 03 | 22,482 03 | | |
| | 150 54 | 150 54 | | 2,821 80 | |
| | | | | 10,963 26 | |
| | 1,350 00 | 1,350 00 | 450 00 | | |
| | 86 30 | 86 30 | 86 30 | | |
| | 106 31 | 106 31 | 63 91 | | |
| | 795 77 | 795 77 | 490 77 | | |
| | 540 00 | 540 00 | 385 00 | | |
| | 1,011 34 | 1,011 34 | | 18,384 65 | |
| | 40 55 | 40 55 | 40 55 | | |
| | 5 00 | 5 00 | | 647 90 | |
| | 200 00 | 200 00 | 200 00 | | |
| | 500 00 | 500 00 | 364 64 | | |
| | 43 76 | 43 76 | 43 76 | | |
| | | | | 16,364 20 | |
| | | | | 395 11 | |
| | 354 12 | 354 12 | | 145 88 | |
| | 1,000 00 | 1,000 00 | 785 08 | | |
| | | | | 785 84 | |
| | | | | 98 45 | |
| | | | | 100 00 | |
| | 190 62 | 190 62 | 70 02 | | |
| | 27,531 13 | 27,531 13 | 27,466 63 | | |
| | | | | 93 85 | |
| | 236 14 | 236 14 | 236 14 | | |
| | 80 75 | 80 75 | | 2,286 81 | |
| | 178 28 | 178 28 | 178 28 | | |
| | 173 28 | 173 28 | | 10 87 | |
| | | | | 100 00 | |
| 1,536,107 60 | 22,692,178 12 | 21,156,070 52 | 10,000,602 89 | 89,089 84 | 19,072,853 51 |
| | | | 89,089 34 | | |
| | | | 9,911,513 55 | | |

No. 4.—Receipts and disbursements at Treasury depositories

| Depositories. | Increase over 1881. | Decrease from 1881. |
|--------------------------------------------------------|-------------------------------------------------|------------------------|
| Treasurer United States, Washington, D. C. | | \$135, 129 41 |
| Assistant treasurer United States, Baltimore, Md. | \$49, 614 10 | |
| Assistant treasurer United States, Boston, Mass. | 587, 880 42 | |
| Assistant treasurer United States, Chicago, Ill. | 1, 416, 595 63 | |
| Assistant treasurer United States, Cincinnati, Ohio. | 878, 184 14 | |
| Assistant treasurer United States, New Orleans, La. | 198, 765 55 | |
| Assistant treasurer United States, New York, N. Y. | 1, 042, 592 55 | |
| Assistant treasurer United States, Philadelphia, Pa. | 546, 501 51 | |
| Assistant treasurer United States, San Francisco, Cal. | 192, 029 22 | |
| Assistant treasurer United States, Saint Louis, Mo. | 656, 614 92 | |
| First National Bank, Denver, Colo. | | |
| First National Bank, Galveston, Tex. | | |
| First National Bank, Helena, Mont. | | |
| First National Bank, Leavenworth, Kans. | | |
| First National Bank, Memphis, Tenn. | | |
| First National Bank, Milwaukee, Wis. | | |
| First National Bank, Montgomery, Ala. | | |
| First National Bank, Nashville, Tenn. | | |
| First National Bank, Portland, Oreg. | | |
| First National Bank, Portsmouth, N. H. | | |
| First National Bank, Richmond, Va. | | |
| First National Bank, Saint Paul, Minn. | | |
| First National Bank, Santa Fé, N. Mex. | | |
| First National Bank, Trenton, N. J. | | |
| First National Bank, Wilmington, Del. | | |
| First National Bank, Yankton, Dak. | | |
| Second National Bank, Saint Paul, Minn. | | |
| Merchants' National Bank, Cleveland, Ohio. | | |
| Merchants' National Bank, Little Rock, Ark. | | |
| Merchants' National Bank, Portland, Me. | | |
| Atlanta National Bank, Atlanta, Ga. | | |
| Charter Oak National Bank, Hartford, Conn. | | |
| City National Bank, Grand Rapids, Mich. | | |
| Davenport National Bank, Davenport, Iowa. | | |
| Deseret National Bank, Salt Lake City, Utah. | | |
| East Tennessee National Bank, Knoxville, Tenn. | | |
| Farmers and Mechanics' National Bank, Buffalo, N. Y. | | |
| Indianapolis National Bank, Indianapolis, Ind. | | |
| Kentucky National Bank, Louisville, Ky. | | |
| Lynchburg National Bank, Lynchburg, Va. | | |
| Nassau National Bank, Brooklyn, N. Y. | | |
| Omaha National Bank, Omaha, Nebr. | | |
| People's National Bank, Charleston, S. C. | | |
| Planters' National Bank, Richmond, Va. | | |
| Raleigh National Bank, Raleigh, N. C. | | |
| San Antonio National Bank, San Antonio, Tex. | | |
| State National Bank, Springfield, Ill. | | |
| Tradesmen's National Bank, Pittsburgh, Pa. | | |
| Planters' National Bank, Danville, Va. | | |
| Total | 5, 468, 778 04 135, 129 41 5, 333, 648 63 | 135, 129 41 |

during the fiscal year ended June 30, 1882—Continued.

| Transfer account. | | Warrants paid. | Outstanding warrants, June 30, 1881. | Outstanding warrants, June 30, 1882. | Balances as per transcripts, June 30, 1882. | Balances subject to draft, June 30, 1882. |
|-------------------|--------------|----------------|--------------------------------------|--------------------------------------|---------------------------------------------|-------------------------------------------|
| From— | To— | | | | | |
| | \$305,107 60 | \$703,501 01 | \$15,997 38 | \$4,169 10 | \$129,611 31 | \$125,442 21 |
| \$75,000 00 | | 286,357 73 | 1,715 19 | 2,276 42 | 240,118 56 | 237,812 14 |
| 550,000 00 | | 1,247,533 93 | 148 51 | 3,904 90 | 809,951 21 | 806,046 31 |
| | | 2,651,125 03 | 2,321 92 | 5,286 53 | 1,153,166 35 | 1,147,879 82 |
| 300,000 00 | | 1,412,405 49 | 919 69 | 8,591 98 | 475,607 03 | 467,015 95 |
| | 350,000 00 | 804,370 56 | 4,462 64 | 8,411 10 | 230,396 26 | 221,985 16 |
| 550,000 00 | 6,000 00 | 7,257,714 92 | 17,157 05 | 28,091 93 | 1,440,080 29 | 1,411,988 36 |
| | 75,000 00 | 1,817,311 08 | 1,622 14 | 1,406 75 | 543,192 73 | 541,785 98 |
| | | 653,069 31 | 1,874 42 | 5,198 09 | 457,565 23 | 452,367 14 |
| | 800,000 00 | 2,159,918 50 | 15,118 66 | 12,823 66 | 335,367 12 | 322,543 46 |
| 911 17 | | | | | | |
| 142 35 | | | | | 75 93 | 75 93 |
| | | | | | | |
| 452 72 | | | | | 211 91 | 211 91 |
| 150 00 | | | | | 156 02 | 156 02 |
| 1,279 14 | | | | | | |
| 100 00 | | | | | | |
| 1,071 30 | | | | | | |
| 100 00 | | | | | | |
| 22,482 03 | | | | | | |
| 150 54 | | | | | | |
| | | | | | | |
| 1,350 00 | | | | | | |
| 36 30 | | | | | | |
| 106 31 | | | | | | |
| 795 77 | | | | | | |
| 540 00 | | | | | | |
| 731 34 | | | | | 280 00 | 280 00 |
| 40 55 | | | | | | |
| 5 00 | | | | | | |
| 200 00 | | | | | | |
| 400 00 | | | | | 100 00 | 100 00 |
| 43 76 | | | | | | |
| | | | | | | |
| | | | | | | |
| 254 12 | | | | | 100 00 | 100 00 |
| 1,100 00 | | | | | | |
| | | | | | | |
| | | | | | | |
| 190 62 | | | | | | |
| 27,531 13 | | | | | | |
| | | | | | | |
| | | | | | | |
| 236 14 | | | | | | |
| 355 75 | | | | | 25 00 | 25 00 |
| 178 28 | | | | | | |
| 173 28 | | | | | | |
| 1,536,107 60 | 1,536,107 60 | 19,053,307 65 | 61,337 60 | 80,160 46 | 5,816,005 85 | 5,735,845 39 |

No. 5.—Receipts and disbursements at depository post-offices on account of the fiscal year ended June 30, 1882.

| Offices. | Proceeds. | Deposits. | Aggregate accout- mulations. | Amount subject to draft June 30, 1881. | Credit balance June 30, 1881. | Total. | Disbursements. | Transferred to other deposits. |
|----------------------|-------------|-------------|---------------------------------|----------------------------------------------|----------------------------------|------------|----------------|--------------------------------------|
| Albany, N. Y. | \$27,803.98 | \$61,851.11 | \$39,655.99 | \$21,130.50 | | 110,785.59 | 57,823.80 | 52,961.70 |
| Atlanta, Ga. | 18,203.48 | 20,955.59 | 39,150.97 | 9,751.42 | | 48,910.49 | 33,724.04 | 15,186.45 |
| Auburn, N. Y. | 6,172.36 | 2,014.15 | 8,188.51 | 5,284.99 | | 13,471.50 | 5,408.76 | 8,062.74 |
| Aurora, Ill. | 19,712.11 | 6,639.59 | 19,351.70 | 26,194.67 | | 45,546.37 | 31,928.48 | 14,517.89 |
| Austin, Tex. | 5,062.70 | 18,689.03 | 23,751.79 | 26,689.90 | | 24,441.69 | 18,874.37 | 5,567.32 |
| Bangor, Me. | 4,792.52 | 9,005.96 | 13,798.48 | 2,078.26 | | 15,876.74 | 19,083.54 | 3,879.20 |
| Birmingham, N. Y. | 6,237.52 | 12,874.23 | 19,111.83 | 2,694.08 | | 65,315.15 | 8,729.50 | 20,220.26 |
| Boston, Mass. | 1,988.55 | 27,149.14 | 37,837.69 | 27,477.46 | | 36,204.62 | 25,593.97 | 54,560.65 |
| Charleston, S. C. | 12,977.07 | 18,725.49 | 31,702.95 | 3,562.06 | | 8,318.60 | 2,570.50 | 4,807.65 |
| Cheyenne, Wyo. | 1,737.06 | 3,034.51 | 4,731.57 | 4,327.62 | | 142,340.51 | 107,821.11 | 4,742.10 |
| Cleveland, Ohio | 58,447.79 | 73,891.47 | 132,339.26 | 10,601.53 | | 58,820.27 | 28,173.94 | 30,646.33 |
| Columbus, Ohio | 20,437.78 | 16,068.01 | 30,505.79 | 20,314.48 | | 27,658.74 | 13,073.40 | 12,585.34 |
| Concord, N. H. | 5,067.74 | 15,991.70 | 21,049.44 | 6,609.30 | | 26,833.30 | 13,093.24 | 11,839.06 |
| Council Bluffs, Iowa | 4,243.52 | 18,847.78 | 24,091.30 | 2,742.00 | | 76,997.96 | 46,292.86 | 30,715.10 |
| Denver, Colo. | 26,352.20 | 39,662.81 | 66,045.01 | 10,952.95 | | 55,137.03 | 14,214.06 | 40,923.57 |
| Des Moines, Iowa | 14,988.37 | 27,050.21 | 42,038.58 | 13,099.05 | | 186,562.49 | 81,960.70 | 54,595.79 |
| Detroit, Mich. | 54,159.72 | 46,910.66 | 101,070.38 | 35,492.11 | | 56,060.10 | 22,198.12 | 38,817.98 |
| Dubuque, Iowa | 8,112.97 | 43,048.42 | 51,159.39 | 7,846.71 | | 19,227.94 | 8,548.47 | 10,679.47 |
| Elmira, N. Y. | 7,307.58 | 8,347.95 | 15,653.53 | 3,572.41 | | 16,266.70 | 13,170.23 | 3,098.48 |
| Evansville, Ind. | 6,262.88 | 8,273.45 | 14,476.33 | 6,263.58 | | 22,264.40 | 18,897.65 | 38,241.97 |
| Fort Wayne, Ind. | 5,872.02 | 20,128.80 | 26,000.82 | 4,532.64 | | 57,139.62 | 31,668.62 | 9,742.41 |
| Grand Rapids, Mich. | 13,612.27 | 28,994.71 | 42,006.98 | 14,370.40 | | 41,441.03 | 38,929.78 | 22,271.68 |
| Harrisburg, Pa. | 7,909.78 | 32,560.85 | 40,470.63 | 8,970.40 | | 11,716.11 | 8,968.76 | 2,717.35 |
| Hartford, Conn. | 24,123.97 | 24,962.93 | 49,106.90 | 22,094.56 | | 4,901.10 | 2,759.93 | 8,020.60 |
| Helena, Mont. | 2,142.27 | 8,054.57 | 10,196.84 | 1,519.27 | | 60,637.34 | 52,616.74 | 3,332.09 |
| Houston, Tex. | 513.80 | 2,554.66 | 3,068.46 | 1,832.64 | | 11,226.66 | 7,894.57 | 24,477.41 |
| Indianapolis, Ind. | 7,286.75 | 46,475.96 | 55,762.71 | 4,874.63 | | 81,816.54 | 57,839.13 | 6,665.41 |
| Jackson, Miss. | 29,838.67 | 38,518.38 | 66,357.65 | 15,459.49 | | 13,060.56 | 12,395.15 | 262.19 |
| Jacksonville, Fla. | 2,695.40 | 8,551.10 | 11,246.40 | 1,866.90 | | 11,436.95 | 11,174.76 | 6,423.93 |
| Jamestown, N. Y. | 3,048.42 | 8,081.02 | 6,129.44 | 2,632.44 | | 29,332.22 | 2,267.32 | 27,064.90 |
| Kalamazoo, Mich. | 4,923.29 | 17,896.69 | 22,809.98 | 6,522.24 | | 36,777.24 | 12,039.45 | 14,737.79 |
| Keokuk, Iowa | 4,967.27 | 17,719.67 | 23,716.94 | 4,090.80 | | 19,044.17 | 13,085.53 | 6,068.64 |
| Knorrville, Tenn. | 6,933.43 | 8,129.26 | 14,062.60 | 4,961.48 | | 15,044.17 | 1,508.53 | 14,517.85 |
| Lansing, Mich. | 2,746.02 | 6,881.64 | 10,627.86 | 5,990.01 | | 73,952.52 | 67,176.50 | 6,777.02 |
| Leavenworth, Kans. | 3,941.76 | 64,096.33 | 64,096.33 | 5,884.43 | | 13,151.02 | 6,500.72 | 6,650.30 |
| Lexington, Ky. | 3,784.06 | 5,819.76 | 9,604.41 | 3,540.61 | | | | |

| | | | | | | | |
|----------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|
| Lincoln, Ohio | 1,897 25 | 9,416 73 | 11,723 94 | 1,129 11 | 12,353 09 | 1,294 11 | 11,004 98 |
| Louis, Ky. | 4,882 81 | 69,216 03 | 71,173 94 | 2,113 37 | 77,172 09 | 76,481 47 | 16,740 63 |
| Louisville, Ky. | 43,792 34 | 19,548 24 | 63,840 62 | 23,431 47 | 87,172 09 | 70,431 29 | 16,740 63 |
| Madison, Wis. | 4,115 35 | 6,763 63 | 10,877 98 | 3,223 23 | 14,100 18 | 6,601 63 | 15,727 38 |
| Meadville, Pa. | 2,108 97 | 14,797 10 | 16,906 16 | 5,422 83 | 22,328 98 | 21,916 39 | 11,407 47 |
| Memphis, Tenn. | 13,436 94 | 13,700 05 | 27,136 99 | 6,186 87 | 33,323 86 | 96,044 15 | 20,854 43 |
| Milwaukee, Wis. | 47,070 35 | 50,921 00 | 97,991 35 | 21,507 23 | 119,498 58 | 12,146 93 | 12,035 97 |
| Mobile, Ala. | 7,856 22 | 9,524 40 | 16,575 62 | 7,707 28 | 24,282 90 | 18,399 97 | 1,006 00 |
| Montgomery, Ala. | 1,690 69 | 15,805 90 | 16,662 15 | 2,743 82 | 19,405 97 | 3,890 07 | 9,616 58 |
| Montpelier, Vt. | 17,866 37 | 17,388 71 | 35,254 98 | 15,651 10 | 50,906 08 | 28,056 68 | 22,849 40 |
| Nashville, Tenn. | 26,027 11 | 31,625 65 | 57,652 76 | 11,991 19 | 69,643 95 | 37,234 69 | 32,409 26 |
| Newark, N. J. | 6,635 45 | 107 37 | 6,742 82 | 4,015 45 | 11,358 27 | 1,941 56 | 9,416 71 |
| New Bedford, Mass. | 6,037 11 | 27,673 18 | 48,945 13 | 23,248 82 | 74,185 03 | 19,780 89 | 54,403 06 |
| New Haven, Conn. | 21,261 95 | 5,799 17 | 7,494 71 | 1,890 32 | 9,385 03 | 2,106 56 | 1,545 25 |
| Ogdensburg, N. Y. | 1,695 54 | 6,184 25 | 8,331 08 | 1,787 86 | 10,118 43 | 6,163 63 | 8,011 84 |
| Olean, N. Y. | 2,146 81 | 7,287 90 | 7,498 34 | 6,933 92 | 14,222 26 | 36,647 63 | 1,738 58 |
| Olympia, Wash. | 210 35 | 25,291 47 | 38,508 87 | 8,106 56 | 37,030 26 | 10,318 35 | 26,711 83 |
| Omaha, Neb. | 13,215 07 | 16,728 45 | 28,923 72 | 10,701 06 | 39,383 98 | 109,581 99 | 29,801 99 |
| Peoria, Ill. | 12,197 27 | 55,755 38 | 116,683 92 | 2,105 82 | 130,353 88 | 1,275 35 | 5,984 42 |
| Pittsburgh, Pa. | 60,927 14 | 3,404 83 | 41,804 64 | 21,358 51 | 63,163 15 | 30,264 32 | 32,898 83 |
| Portland, Me. | 16,389 66 | 25,434 78 | 28,322 67 | 9,605 86 | 37,928 53 | 23,768 98 | 14,161 54 |
| Portland, N. H. | 9,350 54 | 18,972 13 | 28,322 67 | 1,470 50 | 30,842 91 | 18,553 23 | 6,985 25 |
| Portsmouth, N. H. | 2,939 81 | 29,028 95 | 64,958 18 | 10,173 93 | 84,130 11 | 21,677 92 | 9,154 99 |
| Providence, R. I. | 35,927 21 | 25,628 43 | 28,729 83 | 2,103 08 | 30,832 07 | 21,816 54 | 14,243 53 |
| Raleigh, N. C. | 22,128 51 | 13,403 93 | 35,532 47 | 3,632 40 | 39,165 07 | 21,816 54 | 14,243 53 |
| Richmond, Va. | 31,490 87 | 77,600 15 | 109,060 69 | 14,635 01 | 123,715 69 | 23,153 09 | 98,962 54 |
| Rochester, N. Y. | 2,612 87 | 4,366 70 | 1,969 57 | 1,230 99 | 13,590 56 | 6,699 61 | 6,860 93 |
| Rutland, Vt. | 1,183 49 | 1,533 45 | 2,670 90 | 1,670 87 | 3,353 77 | 1,275 40 | 2,078 37 |
| Saint Albans, Vt. | 1,279 13 | 2,883 90 | 4,173 05 | 1,961 87 | 5,834 72 | 1,624 52 | 4,210 20 |
| Saint Johnsbury, Vt. | 29,239 36 | 64,365 26 | 93,624 62 | 19,153 73 | 112,780 35 | 40,384 75 | 72,885 60 |
| Saint Paul, Minn. | 4,636 78 | 6,521 24 | 11,180 02 | 4,829 98 | 16,007 00 | 7,978 63 | 8,028 37 |
| Salt Lake City, Utah | 1,541 20 | 8,734 76 | 9,975 96 | 2,580 06 | 10,256 62 | 5,949 95 | 4,706 67 |
| Santa Fe, N. Mex. | 11,136 00 | 12,073 92 | 23,209 92 | 3,637 84 | 26,847 76 | 17,554 99 | 9,322 77 |
| Savannah, Ga. | 6,534 86 | 10,252 81 | 24,587 67 | 3,374 63 | 29,962 30 | 5,923 76 | 24,038 54 |
| Scranton, Pa. | 6,051 33 | 16,459 92 | 22,511 25 | 7,098 76 | 29,600 01 | 3,669 64 | 25,930 17 |
| Springfield, Ill. | 14,551 93 | 30,638 56 | 45,207 51 | 10,113 17 | 55,320 68 | 29,646 22 | 25,374 40 |
| Springfield, Mass. | 3,330 55 | 3,631 08 | 6,161 63 | 3,072 28 | 9,233 82 | 7,677 54 | 8,416 35 |
| Taunton, Mass. | 5,899 70 | 6,853 49 | 12,533 19 | 3,728 13 | 18,261 32 | 10,854 98 | 7,426 34 |
| Terre Haute, Ind. | 1,283 94 | 3,066 58 | 4,350 22 | 1,631 00 | 5,981 52 | 1,842 07 | 4,138 82 |
| Towanda, Pa. | 11,961 72 | 34,011 80 | 44,973 52 | 13,225 50 | 58,199 02 | 21,949 10 | 38,249 76 |
| Wheeling, W. Va. | 8,040 17 | 3,166 88 | 11,207 05 | 5,321 21 | 16,728 26 | 6,704 66 | 9,913 60 |
| Williamsport, Pa. | 4,548 74 | 22,455 45 | 27,213 50 | 5,311 06 | 32,524 65 | 7,345 21 | 25,179 44 |
| Winona, Minn. | 2,652 68 | 10,162 21 | 12,814 89 | 2,952 48 | 13,767 37 | 4,631 45 | 11,135 92 |
| Worcester, Mass. | 17,883 86 | 22,709 28 | 40,584 68 | 18,560 76 | 60,155 42 | 22,186 18 | 37,969 24 |
| Yankton, Dak. | 823 86 | 7,084 00 | 7,907 86 | 1,643 88 | 9,551 74 | 3,690 31 | 5,861 43 |
| Zanesville, Ohio | 3,963 83 | 11,879 81 | 15,863 64 | 1,951 28 | 16,814 92 | 4,935 14 | 11,879 78 |
| Total | 978,430 24 | 1,750,120 91 | 2,728,551 15 | 685,178 69 | 3,413,607 58 | 1,880,711 98 | 1,582,886 60 |

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1882.*

ORDINARY POSTAGE-STAMPS.

| Quarter ending— | NUMBER AND DENOMINATIONS OF STAMPS. | | | | | | | | | Value. |
|--------------------|-------------------------------------|-------------|-------------|------------|-----------|------------|-----------|----------|----------|----------------|
| | 1-cent. | 2-cent. | 3-cent. | 5-cent. | 6-cent. | 10-cent. | 15-cent. | 30-cent. | 90-cent. | |
| September 30, 1881 | 58,349,000 | 23,499,400 | 161,825,800 | 4,030,440 | 1,923,700 | 2,955,210 | 324,600 | 90,280 | 7,790 | \$6,603,502 00 |
| December 31, 1881 | 69,392,200 | 26,407,400 | 166,676,000 | 4,523,120 | 1,922,750 | 3,554,290 | 326,560 | 142,290 | 10,050 | 7,021,966 00 |
| March 31, 1882 | 78,612,900 | 28,861,200 | 163,352,000 | 5,193,520 | 2,108,300 | 4,362,110 | 536,720 | 153,910 | 6,170 | 7,318,532 00 |
| June 30, 1882 | 77,360,600 | 27,578,800 | 168,609,900 | 5,331,200 | 2,013,700 | 3,670,090 | 299,460 | 123,920 | 5,960 | 7,235,528 00 |
| Total | 283,994,700 | 106,346,800 | 686,463,700 | 19,277,280 | 7,968,450 | 14,541,690 | 1,487,340 | 510,400 | 29,970 | 28,679,528 00 |

NEWSPAPER AND PERIODICAL POSTAGE-STAMPS.

| Quarter ending— | NUMBER AND DENOMINATIONS OF STAMPS. | | | | | | | | | |
|--------------------|-------------------------------------|---------|---------|---------|----------|----------|----------|----------|----------|----------|
| | 2-cent. | 4-cent. | 6-cent. | 8-cent. | 10-cent. | 12-cent. | 24-cent. | 36-cent. | 48-cent. | 72-cent. |
| September 30, 1881 | 128,300 | 79,495 | 47,170 | 26,540 | 89,620 | 34,595 | 34,135 | 18,790 | 12,705 | 16,070 |
| December 31, 1881 | 131,770 | 80,220 | 52,320 | 27,595 | 84,675 | 37,470 | 37,435 | 18,580 | 12,340 | 16,220 |
| March 31, 1882 | 111,145 | 73,503 | 43,160 | 24,940 | 84,665 | 39,145 | 37,680 | 18,535 | 14,755 | 17,766 |
| June 30, 1882 | 120,195 | 79,745 | 47,560 | 37,935 | 84,835 | 37,430 | 37,270 | 19,220 | 12,445 | 15,145 |
| Total | 491,410 | 313,065 | 195,240 | 147,080 | 333,795 | 148,640 | 146,510 | 75,125 | 52,335 | 65,300 |
| | | | | | | | | | | 26,480 |

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1882*—Continued.

NEWSPAPER AND PERIODICAL POSTAGE-STAMPS.

| Quarter ending— | NUMBER AND DENOMINATIONS OF STAMPS. | | | | | | | | | | Value. |
|--------------------|-------------------------------------|----------|---------|--------|--------|-------|--------|-------|-------|-------|--------------|
| | 84-cent. | 98-cent. | \$1.92. | \$3. | \$6. | \$9. | \$12. | \$24. | \$36. | \$48. | \$60. |
| September 30, 1881 | 5,925 | 11,830 | 8,730 | 7,917 | 4,186 | 1,858 | 2,700 | 1,100 | 754 | 631 | 1,824 |
| December 31, 1881 | 4,840 | 14,485 | 8,640 | 6,938 | 2,932 | 1,484 | 2,206 | 787 | 483 | 370 | 2,308 |
| March 31, 1882 | 7,610 | 13,065 | 8,200 | 9,292 | 4,387 | 3,517 | 3,535 | 1,481 | 819 | 385 | 2,340 |
| June 30, 1882 | 6,445 | 13,070 | 10,245 | 8,152 | 4,425 | 1,716 | 2,915 | 1,297 | 627 | 558 | 2,006 |
| Total | 24,820 | 53,300 | 35,815 | 32,299 | 15,930 | 8,575 | 11,376 | 4,045 | 2,683 | 1,054 | 8,476 |
| | | | | | | | | | | | \$384,255 00 |
| | | | | | | | | | | | 368,664 70 |
| | | | | | | | | | | | 450,722 80 |
| | | | | | | | | | | | 400,427 20 |
| | | | | | | | | | | | 1,602,069 70 |

ORDINARY STAMPED ENVELOPES AND WRAPPERS.

| Quarter ending— | NUMBER AND DENOMINATIONS OF ENVELOPES. | | | | | | | | | | Value. |
|--------------------|----------------------------------------|-----------|------------|---------|---------|----------|----------|----------|----------|------------|--------------|
| | 1-cent. | 2-cent. | 3-cent. | 5-cent. | 6-cent. | 10-cent. | 15-cent. | 30-cent. | 90-cent. | 1-cent. | 2-cent. |
| September 30, 1881 | 7,329,500 | 1,098,500 | 18,390,300 | 28,250 | 59,800 | ..... | 500 | ..... | ..... | 9,165,000 | 887,500 |
| December 31, 1881 | 7,839,500 | 1,834,000 | 19,081,500 | 47,600 | 69,550 | ..... | 1,000 | ..... | ..... | 8,100,500 | 1,032,000 |
| March 31, 1882 | 8,543,750 | 1,724,500 | 20,828,550 | 47,850 | 92,150 | 100 | 600 | ..... | ..... | 9,438,250 | 1,020,250 |
| June 30, 1882 | 8,551,750 | 1,105,500 | 18,306,150 | 25,750 | 52,150 | ..... | 500 | ..... | ..... | 10,298,750 | 1,064,250 |
| Total | 32,264,500 | 5,660,500 | 76,574,500 | 148,850 | 273,650 | 100 | 2,600 | ..... | ..... | 37,082,500 | 4,004,000 |
| | | | | | | | | | | | 3,495,077 62 |

NEWSPAPER WRAPPERS.

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1882—Continued.*

STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

| Quarter ending— | NUMBER AND DENOMINATIONS OF ENVELOPES. | | | | | | Value. |
|-------------------------|----------------------------------------|-----------|------------|---------|---------|----------|--------------|
| | 1-cent. | 2-cent. | 3-cent. | 5-cent. | 6-cent. | 10-cent. | 15-cent. |
| September 30, 1881..... | 784,000 | 1,055,000 | 22,361,250 | 9,000 | 83,000 | ..... | \$763,826 30 |
| December 31, 1881..... | 871,000 | 1,188,000 | 23,819,500 | 12,000 | 71,500 | ..... | 815,227 45 |
| March 31, 1882..... | 883,500 | 1,296,500 | 23,415,000 | 11,500 | 82,000 | 500 | 805,343 40 |
| June 30, 1882..... | 768,500 | 1,234,500 | 22,728,000 | 12,500 | 67,500 | 1,500 | 779,497 70 |
| Total..... | 3,257,000 | 4,774,000 | 92,321,750 | 45,000 | 304,000 | 2,000 | 3,163,894 85 |

POSTAGE DUE STAMPS.

| Quarter ending— | NUMBER AND DENOMINATIONS OF STAMPS. | | | | | | Value. |
|-------------------------|-------------------------------------|---------|-----------|---------|----------|----------|------------|
| | 1-cent. | 2-cent. | 3-cent. | 5-cent. | 10-cent. | 30-cent. | 50-cent. |
| September 30, 1881..... | 440,100 | 137,250 | 1,389,900 | 86,560 | 128,550 | 620 | 300 |
| December 31, 1881..... | 525,100 | 203,750 | 1,763,200 | 127,460 | 137,270 | 1,620 | 400 |
| March 31, 1882..... | 551,200 | 228,950 | 1,784,000 | 137,940 | 197,230 | 760 | 570 |
| June 30, 1882..... | 811,950 | 388,350 | 1,984,550 | 180,600 | 276,480 | 8,050 | 2,200 |
| Total..... | 2,328,350 | 958,300 | 6,801,650 | 532,560 | 739,930 | 11,050 | 3,470 |
| | | | | | | | 352,170 00 |

POSTAL CARDS.

Quarter ending—

| | NUMBER AND DENOMINATIONS OF CARDS. | | Value. |
|-------------------------|------------------------------------|---------|--------------|
| | 1-cent. | 2-cent. | |
| September 30, 1881..... | 82,923,000 | 23,250 | \$829,695 00 |
| December 31, 1881..... | 90,695,500 | 29,750 | 907,550 00 |
| March 31, 1882..... | 91,624,500 | 27,500 | 916,795 00 |
| June 30, 1882..... | 96,151,500 | 23,000 | 961,975 00 |
| Total..... | 351,394,500 | 103,500 | 3,516,015 00 |

OFFICIAL POSTAGE STAMPS.

NUMBER AND DENOMINATIONS OF STAMPS.

| Quarter ending— | NUMBER AND DENOMINATIONS OF STAMPS. | | | | | | | | | | Value. | | |
|-------------------------|-------------------------------------|---------|-----------|---------|---------|----------|----------|----------|----------|----------|----------|-------|-------------|
| | 1-cent. | 2-cent. | 3-cent. | 6-cent. | 7-cent. | 10-cent. | 12-cent. | 15-cent. | 24-cent. | 30-cent. | 90-cent. | \$2. | |
| September 30, 1881..... | 29,000 | 38,100 | 282,800 | 145,000 | ..... | 8,000 | 34,600 | 15,300 | 6,700 | 16,580 | 1,300 | ..... | \$32,635 00 |
| December 31, 1881..... | 33,200 | 40,380 | 275,825 | 127,940 | 1,200 | 9,985 | 47,575 | 16,000 | 10,050 | 16,110 | 2,100 | ..... | 35,418 25 |
| March 31, 1882..... | 26,800 | 47,500 | 384,000 | 200,690 | 500 | 40,700 | 38,700 | 16,700 | 13,200 | 15,300 | 2,100 | ..... | 45,688 00 |
| June 30, 1882..... | 33,700 | 24,800 | 164,000 | 111,200 | 1,250 | 7,300 | 18,350 | 10,000 | 7,900 | 13,700 | 3,000 | 300 | 26,250 50 |
| Total..... | 122,700 | 150,780 | 1,086,625 | 584,940 | 2,950 | 65,985 | 133,225 | 58,000 | 37,850 | 61,690 | 8,500 | 300 | 139,991 75 |

OFFICIAL STAMPED ENVELOPES AND WRAPPERS ISSUED TO THE WAR DEPARTMENT.

| Quarter ending— | NUMBER AND DESIGNATIONS OF ENVELOPES. | | NEWSPAPER-WRAPPERS. | | Value. |
|--------------------|---------------------------------------|---------|---------------------|--|------------|
| | 3-cent. | 6-cent. | 1-cent. | | |
| September 30, 1881 | 81,000 | | 441,000 | | \$7,515 00 |
| December 31, 1881 | 78,000 | | 441,000 | | 7,420 40 |
| March 31, 1882 | 78,000 | | 441,000 | | 7,858 00 |
| June 30, 1882 | 78,500 | 500 | 400,500 | | 7,015 10 |
| Total | 313,500 | 500 | 1,723,500 | | 28,306 50 |

RECAPITULATION.

| Articles issued. | Number. | | Amount. |
|-----------------------------------------|---------------|--|-----------------|
| | | | |
| Ordinary postage-stamps | 1,114,560,330 | | \$28,879,528 00 |
| Newspaper and periodical stamps | 2,214,893 | | 1,602,069 70 |
| Ordinary stamped envelopes, plain | 114,774,700 | | 2,994,868 82 |
| Ordinary stamped envelopes, request | 100,704,250 | | 3,163,984 85 |
| Newspaper-wrappers | 41,086,500 | | 500,208 80 |
| Postage-due stamps | 11,375,310 | | 352,170 00 |
| Postal cards | 351,498,000 | | 3,516,015 00 |
| Official postage-stamps | 2,319,555 | | 139,891 75 |
| Official stamped envelopes and wrappers | 2,037,500 | | 29,306 50 |
| Aggregate | 1,740,571,038 | | 40,978,053 42 |

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 7.—Table showing the number and value of official postage-stamps issued to the several Executive Departments during the fiscal year ended June 30, 1892.

| Department. | NUMBER AND DENOMINATIONS OF STAMPS. | | | | | | | | | | | Value. | |
|------------------|-------------------------------------|---------|-----------|---------|---------|----------|----------|----------|----------|----------|----------|--------|--------------|
| | 1-cent. | 2-cent. | 3-cent. | 6-cent. | 7-cent. | 10-cent. | 12-cent. | 15-cent. | 24-cent. | 30-cent. | 90-cent. | | \$2. |
| War..... | 109,500 | 113,980 | 680,425 | 518,440 | 2,950 | 30,445 | 183,375 | 53,500 | 33,200 | 58,240 | 6,800 | ..... | \$113,734 75 |
| Navy..... | 5,000 | 6,000 | 15,000 | 1,000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 680 00 |
| Interior..... | 8,000 | 30,800 | 341,200 | 65,500 | ..... | 35,500 | 5,800 | 3,500 | 3,680 | 2,000 | 1,000 | ..... | 21,967 00 |
| State..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,000 | 1,000 | 1,400 | 700 | 300 | 2,046 00 |
| Agriculture..... | 200 | ..... | 50,000 | ..... | ..... | 50 | 50 | ..... | 50 | 50 | ..... | ..... | 1,540 00 |
| Total..... | 122,700 | 150,780 | 1,086,625 | 584,940 | 2,950 | 65,995 | 139,225 | 58,000 | 37,850 | 61,690 | 8,500 | 300 | 139,991 75 |

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 8.—*Issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1882.*

| Denominations. | Number of ordinary stamps, including postage-due stamps. | Number of stamped envelopes and newspaper wrappers. | Number of postal cards. | Number of newspaper and periodical stamps. | Total. |
|--------------------------------------|----------------------------------------------------------|-----------------------------------------------------|-------------------------|--------------------------------------------|-----------------|
| One-cent | 286,263,050 | 72,624,000 | 351,394,500 | ..... | 710,261,550 |
| Two-cent | 107,305,100 | 14,468,500 | 103,500 | 491,410 | 122,368,510 |
| Three-cent | 687,265,350 | 168,696,250 | ..... | ..... | 855,961,600 |
| Four-cent ..... | ..... | ..... | ..... | 313,065 | 313,065 |
| Five-cent | 19,809,840 | 188,850 | ..... | ..... | 20,008,690 |
| Six-cent | 7,968,450 | 577,650 | ..... | 195,240 | 8,741,340 |
| Eight-cent ..... | ..... | ..... | ..... | 147,030 | 147,030 |
| Ten-cent | 15,281,620 | 2,100 | ..... | 353,795 | 15,637,515 |
| Twelve-cent ..... | ..... | ..... | ..... | 148,640 | 148,640 |
| Fifteen-cent | 1,487,340 | 3,100 | ..... | ..... | 1,490,440 |
| Twenty-four cent ..... | ..... | ..... | ..... | 146,510 | 146,510 |
| Thirty-cent | 521,450 | ..... | ..... | ..... | 521,450 |
| Thirty-six cent ..... | ..... | ..... | ..... | 75,125 | 75,125 |
| Forty-eight cent ..... | ..... | ..... | ..... | 52,335 | 52,335 |
| Fifty-cent | 3,470 | ..... | ..... | ..... | 3,470 |
| Sixty-cent ..... | ..... | ..... | ..... | 65,300 | 65,300 |
| Seventy-two cent ..... | ..... | ..... | ..... | 26,480 | 26,480 |
| Eighty-four cent ..... | ..... | ..... | ..... | 24,420 | 24,420 |
| Ninety-cent | 29,970 | ..... | ..... | ..... | 29,970 |
| Ninety-six cent ..... | ..... | ..... | ..... | 53,390 | 53,390 |
| One dollar and ninety-two cent ..... | ..... | ..... | ..... | ..... | ..... |
| Three-dollar ..... | ..... | ..... | ..... | 35,615 | 35,615 |
| Six-dollar ..... | ..... | ..... | ..... | 32,299 | 32,299 |
| Nine-dollar ..... | ..... | ..... | ..... | 15,930 | 15,930 |
| Twelve-dollar ..... | ..... | ..... | ..... | 8,575 | 8,575 |
| Twenty-four dollar ..... | ..... | ..... | ..... | 11,376 | 11,376 |
| Thirty-six dollar ..... | ..... | ..... | ..... | 4,645 | 4,645 |
| Forty-eight dollar ..... | ..... | ..... | ..... | 2,683 | 2,683 |
| Sixty-dollar ..... | ..... | ..... | ..... | 1,954 | 1,954 |
| ..... | ..... | ..... | ..... | 8,476 | 8,476 |
| Aggregate | 1,125,935,640 | 256,565,450 | 351,496,000 | 2,214,893 | 1,736,213,983 |
| Value | \$29,031,698 00 | \$6,658,972 47 | \$3,516,015 00 | \$1,602,069 70 | \$40,808,755 17 |

| Denominations. | Number of official stamps to Executive Departments. | Number of official stamped envelopes and newspaper wrappers. | ..... | ..... | Total. |
|------------------------|-----------------------------------------------------|--------------------------------------------------------------|----------------|----------------|-----------------|
| One-cent | 122,700 | 1,723,500 | ..... | ..... | 1,846,200 |
| Two-cent | 150,780 | ..... | ..... | ..... | 150,780 |
| Three-cent | 1,086,625 | 313,500 | ..... | ..... | 1,400,125 |
| Six-cent | 584,940 | 500 | ..... | ..... | 585,440 |
| Seven-cent | 2,950 | ..... | ..... | ..... | 2,950 |
| Ten-cent | 65,985 | ..... | ..... | ..... | 65,985 |
| Twelve-cent | 139,225 | ..... | ..... | ..... | 139,225 |
| Fifteen-cent | 58,000 | ..... | ..... | ..... | 58,000 |
| Twenty-four cent | 37,850 | ..... | ..... | ..... | 37,850 |
| Thirty-cent | 61,690 | ..... | ..... | ..... | 61,690 |
| Ninety-cent | 8,500 | ..... | ..... | ..... | 8,500 |
| Two-dollar | 300 | ..... | ..... | ..... | 300 |
| Aggregate | 2,319,555 | 2,037,500 | ..... | ..... | 4,357,055 |
| Value | \$139,991 75 | \$29,306 50 | ..... | ..... | \$169,298 25 |
| Total of all | 1,128,265,195 | 258,602,950 | 351,496,000 | 2,214,893 | 1,740,571,038 |
| Value | \$29,171,689 75 | \$6,688,278 97 | \$3,516,015 00 | \$1,602,069 70 | \$40,978,053 43 |

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 9.—Table showing the increase in the issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, including the issues for official use, for the fiscal year ending June 30, 1882, over those of the preceding year.

| Articles issued. | 1881. | | | 1882. | | | Increase. | | Per cent. increase. | |
|---------------------------------------------------|---------------|-----------------|---------------|-----------------|-------------|----------------|-----------|---------|---------------------|---------|
| | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. | Number. | Amount. |
| | | | | | | | | | | |
| Ordinary postage stamps | 954,128,450 | \$24,040,627 00 | 1,114,560,230 | \$28,679,528 00 | 160,431,880 | \$4,638,901 00 | 16.8+ | | 16.8+ | 19.2+ |
| Newspaper and periodical stamps | 1,965,788 | 1,398,674 00 | 2,214,893 | 1,602,069 70 | 219,105 | 203,335 70 | 10.9+ | | 10.9+ | 14.5+ |
| Ordinary stamped envelopes, plain | 106,291,800 | 2,647,567 74 | 114,774,700 | 2,994,868 82 | 8,483,400 | 347,301 08 | 7.9+ | | 7.9+ | 13.1+ |
| Ordinary stamped envelopes, request | 85,024,000 | 2,624,481 75 | 100,704,250 | 3,163,894 85 | 15,680,250 | 539,413 10 | 18.4+ | | 18.4+ | 20.5+ |
| Newspaper wrappers | 35,751,750 | 431,154 60 | 41,098,500 | 500,208 80 | 5,334,750 | 69,054 20 | 14.9+ | | 14.9+ | 16.0+ |
| Postage-due stamps | 8,045,710 | 254,393 00 | 11,875,310 | 352,170 00 | 3,329,600 | 97,777 00 | 41.3+ | | 41.3+ | 38.4+ |
| Postal cards | 308,538,500 | 3,084,605 00 | 351,498,000 | 3,518,015 00 | 42,961,500 | 429,410 00 | 13.9+ | | 13.9+ | 13.9+ |
| Total issues for sale to the public | 1,490,773,498 | 34,483,503 09 | 1,738,213,983 | 40,808,755 17 | 238,440,485 | 6,325,252 08 | 15.7+ | | 15.7+ | 18.3+ |
| Add official stamps | 2,012,544 | 107,777 32 | 2,819,555 | 189,901 75 | 307,011 | 32,214 43 | 15.2+ | | 15.2+ | 29.8+ |
| Add official stamped envelopes and wrappers | 2,525,500 | 34,155 50 | 2,037,590 | 29,306 50 | *488,000 | *4,849 00 | *19.3+ | | *19.3+ | *14.1+ |
| Total of all issues | 1,504,311,542 | 34,625,435 91 | 1,740,571,038 | 40,978,063 42 | 238,259,496 | 6,352,617 51 | 15.7+ | | 15.7+ | 18.3+ |

*Decrease.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 10.—Statement showing amount of dead mail matter treated in the division of dead letters during the year ending June 30, 1892.

| CLASSIFICATION AND AMOUNT OF MAIL MATTER. | | MODE OF TREATMENT. | | |
|-------------------------------------------------------------------------|-------------|--------------------------------------------------|---------------------|------------------|
| Class. | Number. | Class. | Delivered unopened. | Opened. On hand. |
| Domestic mailed letters: | | Domestic mailed letters. | 640, 676 | 3, 196, 813 |
| Unopened from last fiscal year | 119, 700 | | | 51, 100 |
| Received during the year | 3, 168, 889 | | | |
| Domestic unmailable letters: | | Domestic unmailable letters: | | |
| Held for postage— | | Held for postage | 638, 173 | 233, 017 |
| From last fiscal year | 2, 931 | Containing unmailable articles | | 954 |
| Received during the year | 272, 809 | Misdirected | 689, 287 | 175, 448 |
| Containing unmailable articles | | Blank | | 11, 711 |
| Misdirected | 274, 715 | Domestic third and fourth class matter | | 60, 476 |
| Blank (without address) | 11, 711 | | | |
| Domestic third and fourth class matter (packages) | | Foreign matter: | | |
| Foreign matter: | | Letters | 351, 837 | 4, 450 |
| From last fiscal year (letters) | 2, 100 | Printed matter, samples, &c. | 17, 313 | |
| Received during the year (letters) | 354, 187 | | | |
| Printed matter, samples, &c., returnable to country of origin | 354, 287 | | | |
| | 17, 313 | | | |
| Total | 4, 285, 285 | Total | 547, 266 | 3, 678, 419 |
| | | | | 59, 600 |

* Including—ordinary unclaimed, 3,049,932; returned from hotels, 83,187; fictitious address, 14,407; returned from foreign countries (domestic origin), 138,919; and registered, 4,124. † Including—ordinary, 364,780, and registered 8,820. a Card and request letters. b Forwarded to address upon receipt of postage. c A waiting return of notice. d Address corrected and letters forwarded.

A. D. HAZEN,
Third Assistant Postmaster-General.

DEAD LETTERS.

369

LETTERS OPENED.

MANNER IN WHICH DISPOSED OF.

| Containing— | Number. | Value. | Containing— | On hand. | | Delivered. | | Filed. | | De- stroyed. | | Outstanding. | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------------|------------------------------|--------------|------------|--------------|--------------|--------------|------------|-----------------|--------|--------------|------------|
| | | | | Num- ber. | Value. | Num- ber. | Value. | Num- ber. | Value. | Num- ber. | Value. | | |
| Money: Outstanding from last fiscal year... 1,287 = \$2,366 23 On hand from last fiscal year... 1,266 = 2,800 55 Received during the year... 19,989 = 44,328 65 | 22,542 | \$49,493 43 | Money | 1,454 | \$2,880 51 | 16,213 | \$37,440 21 | 3,550 | \$6,301 87 | | | 1,325 | \$2,870 84 |
| Drafts, checks, notes, &c.: Outstanding from last fiscal year... 1,022 = 79,650 39 Received during the year... 24,575 = 1,902,413 73 | 25,597 | 2,042,064 12 | Drafts, checks, &c. | | | 23,828 | 1,835,460 53 | 800 | 45,705 78 | | | 969 | 160,897 81 |
| Merchandise, books, &c., received during the year (parcels and letters) | 90,842 | | Merchandise, books, &c. | 15,633 | | 41,041 | | 19,024 | | 114,537 | 7 | | |
| Receipts, paid notes, &c., received during the year | 44,731 | | Receipts, paid notes, &c. | | | 41,588 | | 3,143 | | | | | |
| Photographs received during the year | 39,242 | | Photographs | | | 33,796 | | 5,446 | | | | | |
| Postage-stamps received during the year | 52,463 | | Postage-stamps | | | 49,577 | | 2,886 | | | | | |
| Nothing of value | 3,406,577 | | Nothing of value | | | 526,179 | | | | 2,880,398 | | | |
| Total | 3,681,994 | 2,091,557 55 | | 17,087 | 2,880 51 | 732,222 | 1,872,900 74 | 35,449 | 52,007 65 | 2,894,93 | | 2,301 | 163,708 65 |

* This item includes 60,476 packages and 30,966 letters, which upon being opened were found to contain articles of value other than those enumerated above.

† Magazines, pamphlets, fruit cake, seeds, &c.

‡ Including 89,900 returned to writers, and, writers not being found, again sent to the dead-letter office.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 12.—Statement showing amount, classification, and disposition of unavailable matter received at the dead-letter office during the fiscal year ended June 30, 1882.

| Received. | | Disposition. | |
|------------------------------------------------|---------|------------------------------------------------|---------|
| LETTERS. | | LETTERS. | |
| Held for postage: | | Held for postage: | |
| Foreign address..... | 13,562 | Circulars sent to collect postage: | |
| Domestic address..... | 258,727 | Domestic address..... | 37,705 |
| | | Foreign address..... | 5,238 |
| Misdirected..... | 272,309 | Official and Navy, forwarded..... | 2,368 |
| Blank..... | 315,829 | Opened*..... | 228,978 |
| Unavailable, containing coin, lottery, &c..... | 11,711 | | |
| Hotel..... | 83,187 | Misdirected: | |
| Fictitious..... | 14,407 | Turned over to foreign branch†..... | 41,114 |
| | | Address corrected and forwarded..... | 99,267 |
| | | Opened*..... | 175,448 |
| | | Blanks: Opened*..... | 11,711 |
| | | | |
| | | Unavailable: Containing coin, lottery, &c..... | 327,540 |
| | | Hotel: | 954 |
| | | Turned over to foreign branch..... | 8,622 |
| | | Opened*..... | 76,565 |
| | | | |
| | | Fictitious: | |
| | | Turned over to foreign branch..... | 223 |
| | | Opened*..... | 14,144 |
| | | | |
| Total..... | 698,397 | Total..... | 698,397 |
| | | | |
| PACKAGES. | | PACKAGES. | |
| Held for postage..... | | Held for postage..... | |
| Misdirected..... | 18,063 | Misdirected..... | 18,063 |
| Blank..... | 9,751 | Blank..... | 9,751 |
| Excess of weight and measure..... | 9,794 | Excess of weight and measure..... | 9,794 |
| Containing unavailable matter..... | 2,810 | Containing unavailable matter..... | 2,810 |
| | 2,310 | | 2,310 |
| Total..... | 42,228 | Examined and recorded:..... | 42,228 |
| Grand total..... | 740,625 | Grand total..... | 740,625 |

* Opened for the purpose of returning to the writer.

† See Table No. 13 for final disposition of these letters.

; recorded, and either restored to owner or filed subject to identification.

A. D. HAZEN,

Third Assistant Postmaster-General.

No. 12.—*Statement showing amount, classification, and disposition of unmailable matter received at the dead-letter office, &c.*—Continued.

TABLE A.—DISPOSITION OF LETTERS TREATED BY CIRCULAR.

| | |
|-------------------------------------------------|----------------|
| Awaiting reply to circular July 1, 1881..... | 2, 931 |
| Treated by circular during the year: | |
| Domestic address, unopened..... | 37, 705 |
| Domestic address, resealed..... | 43, 407 |
| Foreign address..... | 5, 238 |
| | <u>86, 350</u> |
| | <u>89, 281</u> |
| Forwarded in reply to circular during the year: | |
| Domestic address, unopened..... | 31, 898 |
| Domestic address, resealed..... | 31, 167 |
| Foreign address..... | 3, 887 |
| | <u>66, 952</u> |
| Turned over to opening branch: | |
| Unopened..... | 6, 039 |
| Resealed..... | 10, 416 |
| | <u>16, 455</u> |
| | <u>83, 407</u> |
| Awaiting reply to circular July 1, 1882..... | 5, 874 |

TABLE B.—CONTENTS AND DISPOSITION OF OPENED LETTERS.

| | |
|-----------------------------------------------------------------------------|-----------------|
| Money..... | 7, 976 |
| Drafts, notes, money-orders, &c..... | 10, 050 |
| Paid notes, canceled checks, &c..... | 11, 913 |
| Merchandise, books, chromos, &c..... | 5, 885 |
| Photographs..... | 7, 274 |
| Postage-stamps..... | 11, 740 |
| No value..... | 462, 317 |
| Total..... | <u>517, 155</u> |
| Containing valuables, turned over to the different branches for record..... | 54, 838 |
| Containing nothing of value, returned to writer..... | 256, 459 |
| Containing nothing of value, resealed and treated by circular..... | 43, 407 |
| Containing nothing of value, destroyed..... | 162, 451 |
| Total..... | <u>517, 155</u> |

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 13.—*Statement showing number of dead foreign letters received and disposed of during the fiscal year ended June 30, 1882.*

| RECEIVED. | | DISPOSITION. | | | | |
|-------------------------------------------------------------------------------------------------|----------|-----------------------|--------------------------------|-------------------------|-----------------------------------------------------|----------|
| Class. | Number. | Class. | Returned to country of origin. | Delivered to addressee. | Misdirected letters forwarded to corrected address. | On hand. |
| Registered letters— On hand July 1, 1881..... 133 Received during the year..... 8, 687 | 8, 820 | Registered letters .. | 8, 137 | 480 | ..... | 203 |
| Ordinary letters— On hand July 1, 1881..... 1, 967 Received during the year..... 345, 500 | 347, 467 | Ordinary letters | 336, 623 | 203 | 6, 394 | 4, 247 |
| Printed matter, &c..... | 17, 813 | Printed matter, &c.. | 17, 197 | ..... | 116 | ..... |
| Total..... | 373, 600 | Total..... | 361, 957 | 683 | 6, 510 | 4, 450 |

Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1882.

| Class. | Number. |
|--------------------------|---------|
| Registered letters | 9-2 |
| Ordinary letters | 136,919 |
| Printed matter, &c | 24,581 |
| Total | 162,482 |

A. D. HAZEN.
Third Assistant Postmaster-General.

No. 14.—Table showing the amount of dead mail matter returned to and received from each of the foreign countries.

| Countries. | Returned to. | | | | Received from. | | | |
|---------------------------------------|--------------|-----------|----------|--------|----------------|-----------|----------|--------|
| | Registered. | Ordinary. | Printed. | Total. | Registered. | Ordinary. | Printed. | Total. |
| Antigua | 1 | 14 | | 15 | | 22 | 4 | 26 |
| Argentine Republic | 7 | 158 | 5 | 170 | | 179 | | 179 |
| Austria-Hungary | 1,491 | 8,733 | 687 | 10,911 | | | | |
| Bahamas | 1 | 264 | 1 | 266 | 1 | 120 | | 121 |
| Barbadoes | | | 4 | 4 | | | | |
| Belgium | 52 | 1,240 | 430 | 1,722 | | | | |
| Bermuda | | 197 | 1 | 198 | 1 | 92 | | 93 |
| Brazil | 45 | 394 | 16 | 455 | | 475 | | 475 |
| British Guiana | 8 | 49 | 1 | 58 | | 29 | 2 | 31 |
| British Honduras | | 28 | 1 | 29 | | 28 | | 28 |
| British India | 14 | 446 | 16 | 476 | | | | |
| Canada | 815 | 94,164 | 2,210 | 97,189 | 322 | 58,859 | 1,152 | 60,333 |
| Ceylon | | 17 | | 17 | | | | |
| Cuba | 8 | 1,187 | 60 | 1,255 | | 1,836 | 2,562 | 4,398 |
| Chili | 3 | 253 | 11 | 267 | | 135 | 832 | 967 |
| Danish West Indies | 3 | 120 | 1 | 124 | | 120 | | 120 |
| Denmark | 37 | 3,891 | 136 | 4,064 | | | | |
| Dominica | | 10 | | 10 | | | | |
| Ecuador | | 52 | 3 | 55 | | | | |
| Egypt | 12 | 96 | 15 | 123 | | | | |
| France | 256 | 7,002 | 4,159 | 11,417 | | 3,652 | 3,351 | 7,003 |
| French West Indies | | 15 | 1 | 16 | | 12 | | 12 |
| Germany | 2,025 | 53,792 | 4,852 | 60,669 | | | | |
| Great Britain | 1,350 | 88,449 | 1,344 | 91,143 | 508 | 37,569 | 5,684 | 43,941 |
| Greece | 17 | 121 | 10 | 148 | | | | |
| Grenada | | 4 | | 4 | | 9 | | 9 |
| Guatemala | 1 | 59 | 3 | 63 | | | | |
| Hawaii | 3 | 339 | 2 | 344 | | 104 | | 104 |
| Haiti | | 293 | 2 | 295 | | 17 | | 17 |
| Honduras, Republic of | | 28 | | 28 | | 61 | | 61 |
| Hong-Kong | 6 | 136 | 2 | 144 | | 126 | 1 | 127 |
| Italy | 744 | 17,596 | 1,326 | 19,666 | 56 | 1,962 | 1,708 | 3,746 |
| Jamaica | | 217 | 1 | 218 | 2 | 270 | 1 | 273 |
| Japan | 6 | 315 | 17 | 338 | | 136 | | 136 |
| Luxemburg | 20 | 405 | 8 | 433 | | | | |
| Mauritius | | 24 | | 24 | | | | |
| Mexico | 20 | 1,922 | 33 | 1,975 | 3 | 1,647 | 161 | 1,811 |
| Montserrat | | 1 | | 1 | | | | |
| Netherlands | 19 | 1,965 | 527 | 2,511 | | | | |
| Netherlands India, Java | | 62 | 1 | 63 | | 29 | 5 | 34 |
| Netherlands West India, Curaçoa | 1 | 33 | | 34 | | | | |
| Nevia | | 4 | | 4 | | | | |
| Newfoundland | 3 | 319 | | 322 | 1 | 326 | | 327 |
| New South Wales | 16 | 536 | 2 | 554 | 18 | 853 | | 871 |
| New Zealand | 7 | 518 | 1 | 526 | 4 | 445 | 1 | 450 |
| Nicaragua | | 37 | | 37 | | 8 | 2 | 10 |
| Norway | 113 | 10,658 | 86 | 10,757 | | | | |
| Paraguay | | 3 | | 3 | | | | |
| Peru | | 7 | | 7 | | 3 | | 3 |
| Peru | 1 | 103 | 1 | 105 | 4 | 59 | | 63 |
| Philippines | 1 | 33 | | 34 | | | | |
| Porto Rico | 3 | 78 | 8 | 84 | | | | |
| Portugal | 49 | 2,153 | 25 | 2,227 | 3 | 244 | 290 | 437 |
| Queensland | 3 | 143 | 5 | 151 | 3 | 104 | | 107 |
| Roumania | 16 | 60 | 7 | 92 | | | | |

No. 14.—Table showing the amount of dead mail matter, &c.—Continued.

| Countries. | Returned to. | | | | Received from. | | | |
|--------------------------------|--------------|-----------|----------|---------|----------------|-----------|----------|---------|
| | Registered. | Ordinary. | Printed. | Total. | Registered. | Ordinary. | Printed. | Total. |
| Russia..... | 468 | 5,653 | 127 | 6,248 | | | | |
| Saint Christopher..... | 1 | 27 | | 28 | | | | |
| Saint Lucia..... | | 4 | | 4 | | | | |
| Saint Vincent..... | | 6 | | 6 | | | | |
| San Salvador..... | | 22 | | 22 | | 3 | | 3 |
| Santo Domingo..... | | 37 | | 37 | | | | |
| Serbia..... | 2 | 6 | | 8 | | | | |
| Spain..... | 33 | 690 | 497 | 1,160 | 2 | 265 | 384 | 651 |
| Straits Settlements..... | 4 | 33 | 1 | 38 | | | | |
| Surinam..... | 4 | 10 | 1 | 15 | | | | |
| Sweden..... | 218 | 26,450 | 263 | 26,931 | | | | |
| Switzerland..... | 199 | 3,771 | 250 | 4,220 | | | | |
| Tobago..... | | 2 | | 2 | | | | |
| Trinidad..... | 1 | 45 | | 46 | | | | |
| Turkey..... | 8 | 103 | 12 | 123 | | | | |
| Turk's Island..... | | 4 | | 4 | | | | |
| United States of Colombia..... | 4 | 597 | 23 | 624 | | 8 | | 8 |
| Uruguay..... | 5 | 70 | | 75 | | | | |
| Venezuela..... | 2 | 88 | 2 | 92 | | | | |
| Victoria..... | 11 | 409 | 9 | 429 | | | | |
| Postal Union..... | | | | | 22 | 512 | | 534 |
| Miscellaneous..... | | | | | 32 | 24,204 | 8,361 | 32,565 |
| Total..... | 8,137 | 336,623 | 17,197 | 361,957 | 982 | 136,919 | 24,581 | 162,482 |

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 15.—Table showing the number, classification, and disposition of dead registered letters during the year ended June 30, 1882.

| Number and class of letters received. | | How disposed of. | |
|---------------------------------------|--------|---------------------------------|--------|
| Domestic— | | Delivered without being opened— | |
| Official..... | 11 | To foreign branch..... | 8,689 |
| Ordinary..... | 1,965 | To executive departments..... | 11 |
| Request..... | 1,146 | Card and request..... | 1,146 |
| | 3,122 | | 9,846 |
| Foreign..... | 8,689 | Opened..... | 1,965 |
| Total..... | 11,811 | | 11,811 |

| Contents of letters opened. | Number. | Disposition of letters opened. | | | |
|----------------------------------------------|---------|--------------------------------|----------|---------------------|--------|
| | | Delivered. | Filed. | | Total. |
| | | | At once. | Returned and filed. | |
| Drafts, notes, money orders, &c..... | 235 | 219 | 1 | 15 | 235 |
| Money..... | 518 | 396 | 21 | 73 | 518 |
| Photographs, receipts, certificates, &c..... | 117 | 96 | 6 | 15 | 117 |
| Merchandise..... | 243 | 183 | 33 | 20 | 243 |
| Nothing of value..... | 852 | 551 | 150 | 151 | 852 |
| Total..... | 1,965 | 1,445 | 211 | 274 | 1,965 |

* For final disposition of these letters see table No. 14.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 16.—Number of registered letters and parcels transmitted through the mails from each

| States. | Quarter ended September 30, 1881. | | | | |
|---------------------------|-----------------------------------|----------|----------|----------|---------|
| | Domestic. | | Foreign. | | Free. |
| | Letters. | Parcels. | Letters. | Parcels. | |
| Alabama..... | 21,223 | 636 | 117 | 14 | 3,670 |
| Arkansas..... | 21,323 | 556 | 89 | 23 | 3,489 |
| California..... | 29,292 | 7,953 | 4,545 | 291 | 3,881 |
| Colorado..... | 34,126 | 3,707 | 1,658 | 54 | 1,094 |
| Connecticut..... | 19,575 | 1,795 | 1,197 | 34 | 43,599 |
| Delaware..... | 2,816 | 43 | 57 | 1 | 187 |
| Florida..... | 13,061 | 562 | 90 | 20 | 1,622 |
| Georgia..... | 26,762 | 716 | 147 | 6 | 3,550 |
| Illinois..... | 81,197 | 12,029 | 7,340 | 205 | 14,477 |
| Indiana..... | 49,445 | 983 | 599 | 9 | 8,369 |
| Iowa..... | 55,349 | 1,324 | 1,203 | 18 | 10,464 |
| Kansas..... | 42,353 | 1,388 | 545 | 2 | 6,153 |
| Kentucky..... | 27,982 | 2,877 | 261 | 6 | 3,516 |
| Louisiana..... | 26,558 | 2,871 | 733 | 16 | 2,550 |
| Maine..... | 26,290 | 1,050 | 1,091 | 68 | 1,970 |
| Maryland..... | 19,005 | 1,601 | 637 | 23 | 1,574 |
| Massachusetts..... | 48,834 | 8,299 | 8,516 | 88 | 7,823 |
| Michigan..... | 53,097 | 1,797 | 5,922 | 55 | 8,331 |
| Minnesota..... | 34,613 | 1,245 | 2,225 | 11 | 4,259 |
| Mississippi..... | 20,454 | 977 | 96 | 4 | 3,374 |
| Missouri..... | 67,385 | 9,469 | 1,277 | 74 | 7,012 |
| Nebraska..... | 22,323 | 631 | 654 | 9 | 3,167 |
| Nevada..... | 6,376 | 478 | 521 | 18 | 1,289 |
| New Hampshire..... | 12,999 | 467 | 912 | 5 | 1,208 |
| New Jersey..... | 26,707 | 1,328 | 2,165 | 27 | 1,821 |
| New York..... | 152,523 | 52,384 | 25,981 | 1,593 | 62,750 |
| North Carolina..... | 28,847 | 567 | 77 | 11 | 4,848 |
| Ohio..... | 89,109 | 5,096 | 3,134 | 72 | 10,396 |
| Oregon..... | 10,039 | 830 | 805 | 12 | 1,550 |
| Pennsylvania..... | 125,725 | 11,033 | 6,474 | 184 | 9,197 |
| Rhode Island..... | 6,690 | 1,290 | 793 | 9 | 363 |
| South Carolina..... | 15,599 | 447 | 95 | 5 | 2,304 |
| Tennessee..... | 30,171 | 889 | 116 | 2 | 3,738 |
| Texas..... | 43,831 | 3,728 | 1,269 | 150 | 7,828 |
| Vermont..... | 12,136 | 452 | 730 | 2 | 1,322 |
| Virginia..... | 35,895 | 1,515 | 181 | 14 | 3,091 |
| West Virginia..... | 17,096 | 292 | 83 | 10 | 1,805 |
| Wisconsin..... | 48,274 | 1,621 | 1,751 | 63 | 6,473 |
| Alaska Territory..... | 58 | 22 | 3 | .. | .. |
| Arizona Territory..... | 6,481 | 456 | 161 | 16 | 250 |
| Dakota Territory..... | 16,460 | 567 | 1,031 | 27 | 1,475 |
| District of Columbia..... | 15,976 | 852 | 176 | 38 | 13,182 |
| Idaho Territory..... | 6,465 | 291 | 76 | .. | 276 |
| Indian Territory..... | 3,839 | 184 | 14 | .. | 181 |
| Montana Territory..... | 8,692 | 787 | 342 | 10 | 311 |
| New Mexico Territory..... | 6,921 | 654 | 106 | 26 | 184 |
| Utah Territory..... | 8,458 | 961 | 258 | 49 | 565 |
| Washington Territory..... | 6,099 | 367 | 149 | 6 | 564 |
| Wyoming Territory..... | 4,469 | 615 | 86 | 12 | 368 |
| Total..... | 1,489,368 | 150,513 | 85,988 | 3,397 | 282,070 |

REGISTERED LETTERS.

375

State and Territory in the United States during the fiscal year ended June 30, 1882.

| Quarter ended December 31, 1881. | | | | | Quarter ended March 31, 1882. | | | | |
|----------------------------------|----------|----------|----------|----------|-------------------------------|----------|----------|----------|----------|
| Domestic. | | Foreign. | | Free. | Domestic. | | Foreign. | | Free. |
| Letters. | Parcels. | Letters. | Parcels. | | Letters. | Parcels. | Letters. | Parcels. | |
| 27, 651 | 985 | 118 | 49 | 3, 973 | 31, 976 | 869 | 128 | 6 | 3, 543 |
| 27, 615 | 1, 372 | 107 | 21 | 3, 972 | 28, 851 | 972 | 181 | 8 | 3, 688 |
| 34, 724 | 16, 202 | 6, 105 | 303 | 4, 210 | 34, 068 | 10, 868 | 5, 099 | 314 | 4, 171 |
| 35, 560 | 7, 279 | 1, 935 | 134 | 1, 812 | 31, 876 | 4, 995 | 2, 117 | 175 | 1, 812 |
| 24, 295 | 2, 772 | 1, 681 | 65 | 43, 768 | 27, 642 | 3, 356 | 1, 706 | 1, 406 | 43, 904 |
| 3, 626 | 105 | 34 | 8 | 281 | 3, 850 | 159 | 34 | 4 | 245 |
| 16, 064 | 1, 018 | 195 | 7 | 1, 590 | 20, 406 | 1, 180 | 209 | 5 | 1, 069 |
| 23, 621 | 774 | 334 | 6 | 3, 875 | 39, 242 | 1, 242 | 320 | 17 | 4, 228 |
| 104, 910 | 20, 217 | 8, 500 | 339 | 16, 286 | 117, 143 | 15, 434 | 9, 304 | 357 | 16, 513 |
| 64, 392 | 1, 964 | 746 | 28 | 8, 970 | 74, 881 | 1, 451 | 1, 227 | 28 | 7, 994 |
| 75, 929 | 2, 895 | 1, 376 | 45 | 11, 971 | 86, 940 | 1, 764 | 2, 010 | 39 | 11, 143 |
| 51, 479 | 3, 473 | 765 | 29 | 7, 481 | 58, 057 | 1, 899 | 763 | 12 | 6, 528 |
| 32, 585 | 4, 502 | 277 | 18 | 4, 103 | 39, 794 | 4, 132 | 252 | 15 | 4, 039 |
| 33, 972 | 3, 788 | 1, 014 | 44 | 2, 697 | 34, 493 | 2, 923 | 1, 111 | 43 | 2, 788 |
| 31, 967 | 2, 310 | 1, 449 | 33 | 2, 076 | 34, 819 | 1, 329 | 1, 294 | 22 | 2, 081 |
| 21, 510 | 2, 417 | 712 | 28 | 1, 689 | 23, 148 | 1, 598 | 780 | 50 | 1, 733 |
| 58, 426 | 14, 394 | 9, 989 | 181 | 8, 525 | 63, 330 | 12, 374 | 8, 348 | 308 | 8, 340 |
| 67, 807 | 3, 571 | 7, 256 | 102 | 9, 563 | 74, 431 | 2, 943 | 7, 259 | 136 | 9, 161 |
| 47, 246 | 2, 802 | 2, 794 | 36 | 4, 992 | 48, 422 | 1, 567 | 3, 466 | 25 | 5, 473 |
| 28, 405 | 1, 510 | 115 | 12 | 4, 069 | 28, 727 | 1, 122 | 111 | 20 | 4, 121 |
| 85, 190 | 12, 893 | 1, 705 | 546 | 7, 573 | 97, 170 | 9, 656 | 1, 760 | 149 | 7, 501 |
| 30, 703 | 1, 724 | 886 | 14 | 4, 032 | 33, 284 | 1, 386 | 1, 129 | 19 | 4, 011 |
| 7, 347 | 1, 237 | 696 | 28 | 773 | 6, 857 | 812 | 511 | 19 | 722 |
| 15, 485 | 857 | 1, 206 | 15 | 1, 284 | 16, 974 | 694 | 923 | 11 | 1, 323 |
| 27, 326 | 2, 516 | 2, 718 | 64 | 1, 902 | 29, 015 | 1, 823 | 2, 710 | 112 | 1, 980 |
| 180, 469 | 82, 962 | 29, 034 | 2, 481 | 69, 101 | 188, 545 | 64, 849 | 27, 968 | 3, 620 | 74, 351 |
| 26, 381 | 836 | 79 | 6 | 5, 023 | 41, 484 | 845 | 126 | 5 | 5, 416 |
| 116, 450 | 8, 534 | 3, 804 | 172 | 11, 919 | 132, 579 | 7, 179 | 4, 105 | 169 | 12, 206 |
| 12, 649 | 1, 471 | 639 | 29 | 2, 004 | 13, 007 | 1, 005 | 382 | 41 | 1, 699 |
| 150, 130 | 17, 991 | 7, 863 | 368 | 10, 057 | 159, 579 | 14, 032 | 8, 245 | 398 | 10, 224 |
| 6, 953 | 1, 937 | 926 | 19 | 4, 427 | 7, 390 | 1, 270 | 863 | 76 | 464 |
| 22, 824 | 699 | 200 | 4 | 2, 610 | 24, 658 | 695 | 178 | 2 | 2, 672 |
| 36, 294 | 1, 316 | 152 | 9 | 3, 905 | 41, 042 | 957 | 114 | 5 | 4, 173 |
| 58, 154 | 5, 262 | 1, 724 | 118 | 9, 086 | 64, 535 | 4, 429 | 1, 678 | 142 | 8, 969 |
| 16, 259 | 959 | 851 | 8 | 1, 517 | 17, 923 | 1, 555 | 902 | 24 | 1, 557 |
| 41, 748 | 2, 776 | 354 | 35 | 3, 373 | 47, 173 | 2, 504 | 238 | 20 | 3, 374 |
| 21, 135 | 560 | 97 | 16 | 2, 055 | 24, 107 | 2, 447 | 114 | 17 | 2, 040 |
| 67, 893 | 3, 381 | 2, 290 | 149 | 7, 574 | 72, 363 | 2, 114 | 2, 776 | 105 | 7, 448 |
| 79 | 28 | 4 | ..... | 2 | 79 | 15 | 6 | ..... | 1 |
| 8, 712 | 887 | 239 | 35 | 253 | 9, 059 | 785 | 212 | 19 | 303 |
| 20, 763 | 1, 433 | 1, 191 | 31 | 1, 364 | 19, 852 | 722 | 1, 267 | 39 | 1, 287 |
| 17, 394 | 1, 638 | 253 | 121 | 14, 005 | 15, 668 | 1, 090 | 375 | 91 | 16, 175 |
| 7, 862 | 503 | 78 | 2 | 309 | 7, 374 | 431 | 122 | 1 | 380 |
| 4, 518 | 307 | 15 | ..... | 241 | 5, 189 | 226 | 17 | ..... | 281 |
| 11, 894 | 1, 229 | 427 | 27 | 423 | 11, 510 | 927 | 403 | 24 | 482 |
| 9, 258 | 903 | 146 | 19 | 162 | 10, 088 | 836 | 153 | 11 | 209 |
| 11, 911 | 1, 127 | 376 | 67 | 642 | 12, 332 | 870 | 424 | 70 | 660 |
| 7, 629 | 544 | 240 | 16 | 662 | 8, 363 | 440 | 284 | 12 | 665 |
| 5, 282 | 1, 045 | 110 | 11 | 421 | 4, 627 | 789 | 105 | 14 | 380 |
| 1, 860, 306 | 251, 929 | 103, 805 | 5, 893 | 308, 572 | 2, 016, 024 | 193, 910 | 103, 709 | 8, 985 | 314, 268 |

No. 16.—Number of registered letters and parcels transmitted through the

| States. | Quarter ended June 30, 1882. | | | | | Total. | |
|---------------------------|------------------------------|----------|----------|----------|---------|-----------|----------|
| | Domestic. | | Foreign. | | Free. | Domestic. | |
| | Letters. | Parcels. | Letters. | Parcels. | | Letters. | Parcels. |
| Alabama..... | 28,924 | 959 | 133 | 12 | 3,634 | 109,774 | 3,449 |
| Arkansas..... | 24,959 | 924 | 131 | 22 | 3,068 | 102,748 | 3,624 |
| California..... | 32,916 | 9,283 | 4,922 | 266 | 4,294 | 153,000 | 44,306 |
| Colorado..... | 30,597 | 5,024 | 2,018 | 143 | 1,992 | 131,659 | 21,005 |
| Connecticut..... | 24,615 | 3,395 | 1,072 | 181 | 43,769 | 96,127 | 11,261 |
| Delaware..... | 3,527 | 54 | 39 | 15 | 250 | 13,819 | 261 |
| Florida..... | 20,049 | 985 | 148 | 9 | 1,844 | 69,582 | 3,685 |
| Georgia..... | 34,285 | 1,628 | 172 | 12 | 3,929 | 133,920 | 4,358 |
| Illinois..... | 100,806 | 15,762 | 8,308 | 232 | 16,377 | 404,056 | 63,442 |
| Indiana..... | 62,153 | 1,275 | 596 | 22 | 8,083 | 283,771 | 5,692 |
| Iowa..... | 71,505 | 2,170 | 1,846 | 4 | 11,598 | 283,771 | 7,726 |
| Kansas..... | 49,299 | 3,851 | 376 | 13 | 6,618 | 201,218 | 8,890 |
| Kentucky..... | 37,483 | 3,744 | 1,021 | 8 | 4,263 | 137,854 | 15,362 |
| Louisiana..... | 30,558 | 1,140 | 1,527 | 41 | 2,651 | 125,561 | 13,236 |
| Maine..... | 32,126 | 2,029 | 698 | 30 | 2,201 | 125,202 | 5,829 |
| Maryland..... | 21,496 | 1,181 | 9,776 | 33 | 1,606 | 65,159 | 7,645 |
| Massachusetts..... | 56,549 | 2,593 | 6,866 | 161 | 8,266 | 228,139 | 49,244 |
| Michigan..... | 67,917 | 1,545 | 3,032 | 55 | 9,415 | 263,252 | 19,804 |
| Minnesota..... | 45,397 | 1,330 | 94 | 14 | 4,568 | 175,678 | 7,159 |
| Mississippi..... | 27,672 | 9,925 | 1,474 | 7 | 3,992 | 105,258 | 4,809 |
| Missouri..... | 83,366 | 1,117 | 791 | 123 | 7,514 | 333,021 | 41,943 |
| Nebraska..... | 27,497 | 574 | 546 | 8 | 3,399 | 113,807 | 4,858 |
| Nevada..... | 15,480 | 553 | 1,080 | 3 | 788 | 27,174 | 3,101 |
| New Hampshire..... | 29,331 | 2,124 | 2,700 | 7 | 1,374 | 60,838 | 3,571 |
| New Jersey..... | 178,459 | 72,550 | 27,859 | 62 | 1,967 | 112,379 | 7,791 |
| New York..... | 38,736 | 962 | 79 | 2,225 | 68,936 | 699,906 | 272,185 |
| North Carolina..... | 116,667 | 6,345 | 3,585 | 3 | 5,245 | 145,448 | 3,210 |
| Ohio..... | 12,412 | 1,145 | 875 | 135 | 12,194 | 452,805 | 27,154 |
| Oregon..... | 147,122 | 15,317 | 8,031 | 12 | 1,634 | 48,107 | 4,451 |
| Pennsylvania..... | 6,792 | 1,343 | 910 | 221 | 10,506 | 582,556 | 58,373 |
| Rhode Island..... | 22,077 | 685 | 125 | 16 | 432 | 27,795 | 5,840 |
| South Carolina..... | 27,671 | 1,038 | 102 | 3 | 2,068 | 85,158 | 2,506 |
| Tennessee..... | 55,968 | 4,336 | 1,528 | 7 | 4,241 | 145,178 | 4,191 |
| Texas..... | 16,524 | 525 | 789 | 122 | 9,139 | 222,518 | 17,753 |
| Vermont..... | 46,666 | 2,034 | 209 | 16 | 1,248 | 61,942 | 2,491 |
| Virginia..... | 22,894 | 391 | 106 | 42 | 3,385 | 171,452 | 8,829 |
| West Virginia..... | 62,857 | 1,937 | 2,432 | 13 | 2,169 | 85,232 | 1,690 |
| Wisconsin..... | 40 | 5 | 3 | 79 | 6,926 | 211,297 | 9,633 |
| Alaska Territory..... | 9,125 | 730 | 245 | 134 | 334 | 33,377 | 2,658 |
| Arizona Territory..... | 24,003 | 698 | 1,255 | 60 | 1,350 | 81,078 | 3,410 |
| Dakota Territory..... | 15,775 | 1,097 | 391 | 83 | 16,475 | 64,813 | 4,672 |
| District of Columbia..... | 7,928 | 434 | 76 | 2 | 408 | 29,629 | 1,659 |
| Idaho Territory..... | 4,913 | 235 | 52 | ..... | 245 | 18,459 | 952 |
| Indian Territory..... | 12,019 | 837 | 504 | 20 | 442 | 44,115 | 3,780 |
| Montana Territory..... | 10,207 | 658 | 170 | 7 | 294 | 38,474 | 3,651 |
| New Mexico Territory..... | 10,623 | 815 | 316 | 22 | 629 | 43,324 | 3,673 |
| Utah Territory..... | 7,353 | 417 | 221 | 5 | 673 | 29,444 | 1,768 |
| Washington Territory..... | 4,450 | 776 | 116 | 15 | 380 | 18,837 | 3,225 |
| Wyoming Territory..... | | | | | | | |
| Total..... | 1,834,420 | 203,136 | 99,605 | 4,720 | 308,033 | 7,200,118 | 799,479 |

RECAPIT

| | |
|-----------------------------|-------|
| Total domestic letters..... | ..... |
| Total domestic parcels..... | ..... |
| Total foreign letters..... | ..... |
| Total foreign parcels..... | ..... |
| Free..... | ..... |
| Grand total..... | ..... |
| Fees received..... | ..... |

mails from each State and Territory in the United States, &c.—Continued.

| Total. | | | Grand total of let- ters and parcels registered for year ended June 30, 1892. | Fees received. | Increase. | | | |
|----------|----------|-----------|-------------------------------------------------------------------------------------------|-------------------|-------------------------|------------|----------------------------|-------|
| Foreign. | | Free. | | | Letters and parcels. | Fees. | Per cent. | |
| Letters. | Parcels. | | | | | | Letters and parcels. | Fees. |
| 496 | 81 | 14,820 | 128,620 | \$11,380 00 | 11,192 | \$837 60 | 9.9 | 8.0 |
| 508 | 74 | 15,017 | 122,171 | 10,715 40 | 3,981 | 253 80 | 3.87 | 2.43 |
| 20,671 | 1,168 | 16,556 | 215,701 | 19,914 50 | 23,770 | 1,958 50 | 12.4 | 10.9 |
| 7,728 | 506 | 7,310 | 168,208 | 16,089 80 | 19,063 | 1,679 90 | 12.8 | 11.66 |
| 6,256 | 1,746 | 175,040 | 290,427 | 11,538 70 | 40,154 | 2,452 70 | 16.0 | 27.0 |
| 164 | 24 | 943 | 15,211 | 1,426 80 | 4,162 | 391 10 | 37.67 | 37.76 |
| 642 | 41 | 6,725 | 80,685 | 7,396 00 | 21,477 | 1,979 00 | 36.3 | 36.5 |
| 973 | 41 | 15,582 | 154,874 | 13,929 20 | 20,876 | 1,706 00 | 15.58 | 13.96 |
| 33,452 | 1,133 | 63,453 | 565,536 | 50,208 30 | 73,334 | 6,710 60 | 14.9 | 15.43 |
| 2,568 | 87 | 33,356 | 292,475 | 25,911 90 | 43,244 | 3,885 20 | 17.35 | 17.64 |
| 5,935 | 106 | 45,176 | 342,666 | 29,749 00 | 62,668 | 5,461 70 | 22.4 | 22.5 |
| 2,733 | 51 | 27,080 | 240,012 | 21,293 20 | 29,135 | 2,152 20 | 13.81 | 11.24 |
| 1,166 | 52 | 15,921 | 170,355 | 15,443 40 | 14,797 | 1,318 50 | 9.51 | 9.33 |
| 3,879 | 144 | 10,676 | 153,586 | 14,291 00 | 15,269 | 1,470 90 | 11.4 | 11.48 |
| 5,361 | 153 | 8,328 | 144,873 | 13,654 50 | 17,509 | 1,641 60 | 13.75 | 13.67 |
| 2,827 | 144 | 6,602 | 102,377 | 9,577 50 | 17,240 | 1,694 10 | 20.25 | 21.49 |
| 27,129 | 738 | 32,954 | 345,208 | 31,225 40 | *4,528 | 5,028 30 | ----- | 19.2 |
| 27,303 | 348 | 36,470 | 338,277 | 30,180 70 | 48,793 | 4,470 70 | 16.5 | 17.4 |
| 11,517 | 86 | 19,312 | 213,752 | 19,444 00 | 34,719 | 3,129 70 | 19.4 | 19.18 |
| 6,416 | 43 | 15,556 | 126,212 | 11,065 60 | 10,889 | 800 70 | 9.61 | 7.8 |
| 6,216 | 892 | 29,696 | 411,762 | 38,207 20 | 47,216 | 4,203 10 | 12.95 | 12.36 |
| 3,460 | 50 | 14,609 | 136,784 | 12,217 50 | 25,475 | 2,209 70 | 22.9 | 22.1 |
| 2,274 | 67 | 3,572 | 36,188 | 3,261 60 | 1,828 | 119 50 | 5.32 | 3.8 |
| 4,121 | 45 | 5,189 | 72,853 | 6,766 40 | 10,353 | 951 10 | 16.67 | 16.86 |
| 10,296 | 265 | 7,670 | 138,398 | 13,072 80 | 26,614 | 2,496 90 | 23.8 | 23.62 |
| 110,842 | 9,919 | 274,938 | 1,867,890 | 109,295 20 | 117,807 | 17,250 00 | 9.42 | 18.74 |
| 361 | 25 | 20,532 | 169,576 | 14,904 40 | 25,515 | 2,240 50 | 17.7 | 17.7 |
| 14,628 | 548 | 46,685 | 541,820 | 49,513 50 | 95,182 | 8,451 50 | 21.3 | 21.77 |
| 1,701 | 94 | 6,887 | 61,240 | 5,435 30 | 9,794 | 875 40 | 19.04 | 19.2 |
| 30,613 | 1,171 | 39,984 | 712,697 | 67,271 30 | 137,285 | 12,838 90 | 23.9 | 23.6 |
| 3,492 | 120 | 1,686 | 38,933 | 3,724 70 | 6,236 | 622 00 | 19.07 | 20.0 |
| 596 | 14 | 10,254 | 98,530 | 8,827 60 | 7,208 | 571 00 | 7.89 | 6.91 |
| 484 | 23 | 16,047 | 165,923 | 14,987 60 | 23,359 | 2,050 90 | 16.39 | 15.9 |
| 6,199 | 532 | 35,033 | 282,037 | 24,700 40 | 38,066 | 3,178 30 | 15.6 | 14.77 |
| 3,272 | 50 | 5,644 | 73,399 | 6,775 50 | 8,654 | 735 20 | 13.37 | 12.15 |
| 962 | 111 | 13,223 | 194,597 | 18,137 40 | 39,539 | 3,746 30 | 25.5 | 26.03 |
| 400 | 56 | 8,069 | 95,447 | 8,737 80 | 18,972 | 1,693 30 | 24.81 | 24.05 |
| 9,249 | 396 | 28,421 | 296,416 | 26,999 50 | 49,690 | 4,459 00 | 20.0 | 19.8 |
| 16 | ----- | 3 | 354 | 35 10 | *123 | *12 20 | ----- | ----- |
| 857 | 204 | 1,140 | 38,436 | 3,729 60 | 6,107 | 571 50 | 18.89 | 18.7 |
| 4,744 | 157 | 5,476 | 94,865 | 8,938 90 | 32,164 | 3,105 90 | 51.3 | 53.22 |
| 1,195 | 333 | 59,837 | 130,850 | 7,101 30 | *964 | 1,494 60 | ----- | 26.66 |
| 352 | 5 | 1,373 | 33,018 | 3,164 50 | 7,993 | 734 00 | 31.94 | 30.2 |
| 96 | ----- | 948 | 20,457 | 1,950 90 | 3,295 | 334 60 | 19.2 | 20.7 |
| 1,676 | 81 | 1,658 | 51,310 | 4,965 20 | 12,633 | 1,210 40 | 32.66 | 32.24 |
| 575 | 63 | 849 | 41,012 | 4,016 30 | 13,443 | 1,326 70 | 48.72 | 49.34 |
| 1,374 | 208 | 2,516 | 51,095 | 4,837 90 | 8,174 | 807 80 | 19.04 | 19.92 |
| 894 | 39 | 2,584 | 34,729 | 3,214 50 | 7,565 | 691 50 | 27.85 | 27.4 |
| 417 | 52 | 1,549 | 24,080 | 2,253 10 | 2,200 | 235 40 | 10.51 | 11.67 |
| 363,107 | 22,275 | 1,212,943 | 9,627,922 | 841,497 90 | 1,289,004 | 128,615 70 | 15.46 | 18.04 |

* Decrease.

ULATION.

| | | |
|-------|--------------|-----------|
| ..... | 7,200,118 } | 7,999,597 |
| ..... | 799,479 } | |
| ..... | 393,107 } | 415,362 |
| ..... | 22,275 } | |
| ..... | 1,212,943 | |
| ..... | 9,627,922 | |
| ..... | \$841,497 90 | |

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 17.—Statement showing the number and value of registered letters and packages forwarded during the fiscal year ended June 30, 1882, for the Post-Office and Treasury Departments.

| Description. | Number of packages. | Value. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------------|
| Postage-stamps from New York agency | 162, 949 | \$30, 773, 750 45 |
| Stamped envelopes and newspaper wrappers from Hartford agency | 167, 810 | 5, 908, 781 27 |
| Postal cards from Castleton agency | 85, 063 | 3, 516, 015 00 |
| Superintendent money-order system, drafts | 3, 834 | 796, 729 00 |
| Money-order branch Washington City post-office | 3, 604 | 2, 244, 682 93 |
| Total | 423, 760 | 43, 236, 967 65 |
| Increase over previous year | 35, 579 | 5, 621, 346 92 |
| Secretary of Treasury received and sent | 10, 282 | 103, 336, 753 39 |
| Register of Treasury received and sent | 9, 331 | 192, 432, 346 00 |
| United States Treasurer received bonds and coupons, silver certificates, currency, including legal-tenders, national bank-notes, fractional currency, and coins | 17, 624 | 4, 173, 630 48 |
| United States Treasurer sent | 10, 243 | 282, 874 79 |
| United States bonds, incomplete currency, and national bank notes sent from Treasury Department (Comptroller of Currency) | 1, 238 | 49, 690, 680 00 |
| Internal-revenue stamps sent | 25, 068 | 150, 039, 114 36 |
| Internal-revenue stamps received | 6, 275 | 14, 802, 780 37 |
| Sixth Auditor received (currency) | 1, 304 | 20, 058 18 |
| Total for the Treasury Department | 81, 865 | 514, 778, 237 57 |
| Aggregate | 504, 125 | 558, 018, 205 22 |

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 18.—Table showing increase of letters and parcels registered, and upon which fees were collected, at the twenty-five leading cities in the country, during the fiscal year ended June 30, 1882, over the amount for preceding year.

| Cities and States. | Year ended June 30, 1881. | | | | Year ended June 30, 1882. | | | | Increase. | | | |
|--------------------|---------------------------|------------|-----------|-----------|---------------------------|----------|------------|----------|------------|---------|---------|---------|
| | Letters. | | Parcels. | | Total. | Letters. | | Parcels. | | Total. | Fees. | |
| | Number. | Dollars. | Number. | Dollars. | | Number. | Dollars. | Number. | Dollars. | | Per ct. | Per ct. |
| New York, N. Y. | 284,907 | 49,472 00 | 404,720 | 83,324 25 | 689,627 | 333,245 | 132,798 00 | 248,851 | 58,209 60 | 582,096 | 16 15 | 19 75 |
| Philadelphia, Pa. | 79,574 | 11,351 30 | 113,513 | 105,051 | 184,387 | 105,051 | 14,339 80 | 89,347 | 14,339 80 | 144,398 | 25 477 | 87,376 |
| Brooklyn, N. Y. | 28,637 | 3,472 90 | 34,729 | 38,123 | 52,761 | 38,123 | 4,140 10 | 14,588 | 4,140 10 | 52,761 | 15 0 | 80,885 |
| Chicago, Ill. | 72,041 | 11,579 60 | 115,796 | 91,247 | 187,043 | 91,247 | 14,379 40 | 95,796 | 14,379 40 | 187,043 | 3 65 | 6,872 |
| Saint Louis, Mo. | 33,843 | 10,223 30 | 102,233 | 41,658 | 136,071 | 41,658 | 7,800 90 | 89,415 | 7,800 90 | 136,071 | 22 9 | 27,998 |
| Boston, Mass. | 76,781 | 2,735 60 | 27,356 | 98,185 | 125,541 | 98,185 | 12,800 10 | 13,815 | 12,800 10 | 131,995 | 17 43 | 25,965 |
| Cincinnati, Ohio | 27,325 | 2,407 80 | 24,078 | 28,635 | 52,613 | 28,635 | 3,611 10 | 25,774 | 3,611 10 | 54,389 | 4 76 | 25,965 |
| New Orleans, La. | 42,574 | 4,186 60 | 41,866 | 40,680 | 82,546 | 40,680 | 7,512 70 | 41,901 | 7,512 70 | 82,546 | 10 72 | 8,761 |
| Washington, D. C. | 51,123 | 5,574 80 | 55,748 | 65,685 | 116,833 | 65,685 | 14,572 00 | 51,138 | 14,572 00 | 116,833 | 8 22 | 14,852 |
| Cleveland, Ohio. | 20,699 | 2,241 50 | 22,415 | 24,838 | 47,253 | 24,838 | 2,749 50 | 21,498 | 2,749 50 | 47,253 | 48 0 | 5,080 |
| Buffalo, N. Y. | 12,610 | 1,357 70 | 13,577 | 15,316 | 28,893 | 15,316 | 1,619 50 | 13,697 | 1,619 50 | 28,893 | 51 4 | 2,618 |
| Newark, N. J. | 2,427 | 1,466 90 | 14,669 | 14,400 | 29,076 | 14,400 | 2,424 70 | 12,176 | 2,424 70 | 26,602 | 21 4 | 7,762 |
| Louisville, Ky. | 23,561 | 3,209 90 | 32,099 | 23,185 | 55,284 | 23,185 | 2,837 40 | 20,353 | 2,837 40 | 53,138 | 42 14 | 3,390 |
| Pittsburgh, Pa. | 16,313 | 2,589 20 | 25,892 | 6,189 | 32,081 | 6,189 | 8,043 | 1,738 | 8,043 | 32,081 | 30 97 | 2,110 |
| Jersey City, N. J. | 5,573 | 5,933 | 5,933 | 7,309 | 12,882 | 7,309 | 18,783 | 2,418 | 18,783 | 21,191 | 20 3 | 1,663 |
| Detroit, Mich. | 11,869 | 1,470 20 | 14,702 | 14,287 | 29,049 | 14,287 | 1,878 80 | 12,412 | 1,878 80 | 26,701 | 58 7 | 4,091 |
| Milwaukee, Wis. | 10,868 | 1,222 00 | 12,220 | 14,524 | 26,744 | 14,524 | 1,747 20 | 8,628 | 1,747 20 | 23,272 | 33 27 | 5,252 |
| Albany, N. Y. | 3,389 | 9,661 00 | 9,661 | 8,396 | 18,057 | 8,396 | 10,111 00 | 1,244 | 10,111 00 | 19,341 | 1 5 | 825 |
| Providence, R. I. | 8,964 | 1,280 50 | 10,760 | 5,027 | 15,787 | 5,027 | 1,577 70 | 1,946 | 1,577 70 | 6,973 | 22 01 | 1,026 |
| Rochester, N. Y. | 2,533 | 10,806 00 | 10,806 | 10,094 | 20,900 | 10,094 | 1,354 00 | 1,821 | 1,354 00 | 11,915 | 33 44 | 913 |
| Allegheny, Pa. | 5,875 | 6,478 80 | 6,478 | 7,974 | 14,452 | 7,974 | 8,902 20 | 1,999 | 8,902 20 | 10,901 | 84 49 | 1,085 |
| Richmond, Va. | 7,919 | 9,219 00 | 9,219 | 10,411 | 19,630 | 10,411 | 1,187 90 | 2,492 | 1,187 90 | 12,902 | 23 34 | 1,685 |
| New Haven, Conn. | 8,854 | 1,007 00 | 10,070 | 11,187 | 21,257 | 11,187 | 1,513 10 | 2,333 | 1,513 10 | 13,520 | 26 35 | 2,728 |
| Total..... | 921,315 | 135,848 90 | 1,092,012 | 523,699 | 1,615,017 | 170,697 | 161,571 10 | 86,525 | 161,571 10 | 257,222 | 18 53 | 18 92 |

* Decrease.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 19.—Statement showing the operations of the registry system at the cities of New York, N. Y., Philadelphia, Pa., Chicago, Ill., Saint Louis, Mo., and Washington, D. C., during the fiscal year ended June 30, 1882.

| Description. | New York. | Philadelphia. | Chicago. | Saint Louis. | Washington. | Total. |
|-----------------------------------------------------------------------------------|-------------|---------------|-----------|--------------|-------------|-----------|
| Number of letters registered..... | 343,480 | 109,221 | 97,425 | 44,268 | 125,532 | 719,926 |
| Number of registered letters received for delivery..... | 979,452 | 227,643 | 458,748 | 218,949 | 159,328 | 2,044,120 |
| Number of registered letters received for distribution..... | 695,513 | 1,282 | 7,376 | 1,527 | 6,597 | 712,275 |
| Number of parcels of third and fourth class registered..... | 248,851 | 39,347 | 52,547 | 31,351 | 5,005 | 377,101 |
| Number of registered parcels of third and fourth class received for delivery..... | (*) | 11,780 | 12,752 | 7,251 | 21,640 | 53,383 |
| Number of registered packages received..... | 943,362 | 189,918 | 400,764 | 180,354 | 141,063 | 1,854,491 |
| Number of registered packages made up and mailed..... | 558,175 | 132,434 | 847,049 | 581,909 | 165,188 | 2,282,755 |
| Number of through registered packages received..... | 670,263 | 96,524 | 111,374 | 68,369 | 86,733 | 1,034,263 |
| Number of through registered packages made up and dispatched..... | 21,009 | 9,910 | 23,866 | 20,360 | 8,140 | 53,775 |
| Number of through registered packages received and mailed..... | 25,717 | 6 | 1,861 | 188 | 105 | 12,007 |
| Postage-stamp packages received and mailed..... | 162,458 | 9,856 | 23,050 | 20,634 | 7,892 | 87,037 |
| Total number of registered letters, parcels, packages, and pouches handled..... | 4,656,435 | 837,276 | 2,036,922 | 1,236,857 | 727,123 | 9,494,623 |
| Value of gold coin received in registered mail..... | \$7,295,000 | | | | | |

* Not ascertained.

A. D. HAZEN,
Third Assistant Postmaster-General.

REPORT
OF THE
SUPERINTENDENT
OF THE
POSTAL MONEY-ORDER SYSTEM
FOR
THE YEAR ENDED JUNE 30, 1882.

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REPORT

OF THE

SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM

POST-OFFICE DEPARTMENT,
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,
Washington, D. C., October 25, 1882.

SIR: I have the honor to submit herewith a report of the operations of the postal money-order system of the United States for the fiscal year ended June 30, 1882. During that year the public employed the money-order system, which affords absolute security for remittances by mail, to a greater extent than in any like period since its inception. This increase, which is more than half again as large as the increase shown by the operations of the year 1880-1881, appears the more worthy of comment in view of the fact that for some months one of the express companies has maintained a money-order system of its own, which is made available to the public, by arrangement, through the offices and agencies of several other companies.

NUMBER OF DOMESTIC MONEY-ORDER OFFICES.

There were established during the fiscal year 340 domestic money-order offices, and 12 offices were discontinued. Since June 30, 1882, 449 additional post-offices have been authorized to commence money-order business, and one office has been discontinued; so that there are in operation at the date of this report 5,939 domestic money-order offices.

ISSUES AND PAYMENTS OF DOMESTIC MONEY ORDERS.

| | |
|-----------------------------------------------------------------------------------------------------------------------|------------------|
| The number of domestic money orders issued during the year was | |
| 8,419,869, of the aggregate value of | \$113,400,118 21 |
| And the number of such orders paid during same | |
| period was 8,401,668, amounting to | \$112,605,295 84 |
| In addition to which, orders of the value of | 783,006 06 |
| Were repaid to the remitters thereof, making the total amount of payments and repayments | 113,388,301 90 |
| And the excess of issues over payments only | \$11,816 31 |
| The gross amount of the fees received by postmasters from the public for the issue of domestic money orders was | \$1,053,710 55 |

This statement exhibits an increase over the transactions of the previous year of \$8,324,348.86, or 7.92 per cent., in the amount of orders issued; an increase of \$8,463,448.29, or 8.07 per cent. in the amount of

orders paid and repaid; and a gain of \$86,977.80, or nearly 9 per cent., in the amount of fees received from the public.

The average amount of the orders issued was \$13.47, or 24 cents smaller than during the fiscal year 1880-1881, and the average fee was 12.51 cents, being $\frac{1}{100}$ of a cent less than the average fee of the preceding year.

It is proper to remark upon the very small excess of the orders issued over the orders paid during the year, and to state, in that connection, that the department has recently issued instructions to postmasters concerning a system which it has devised for effecting payment of the amounts of unclaimed money orders. At the close of every month postmasters are now required to notify the payee of every money order, which, as shown by the corresponding advice on file, was unpaid at the end of the previous month, to present his order for payment, or, if it has been lost, to cause his correspondent, the remitter, to apply for a duplicate.

In order to assure proper payment the office of the Paymaster-General of the Army has for a number of years availed itself of the money-order system in paying claims against the United States for the services of colored soldiers of the late war. The amount of orders issued for this purpose during the last year, and transmitted, as a precautionary measure, through the office of the superintendent of the money-order system to the paying postmasters, was \$46,496.72, as against \$14,512.45 for the previous fiscal year.

DUPLICATE MONEY ORDERS.

Annexed to this report will be found a classified statement, Table B, of the duplicate orders issued during the year by the office of the superintendent of the money-order system, the number of such duplicates being 21,934, or 3,543 more than during the preceding year. Duplicate orders are issued without charge to the public, under authority of law, whenever the original order has from any cause been lost or destroyed, or has been invalidated by the operation of law, either by not being presented for payment within one year from the date of issue or by receiving more than one indorsement. They are also granted to remitters when, in pursuance of section 4041, Revised Statutes of the United States, the Postmaster-General has prohibited payment of the original orders drawn in favor of fraudulent lottery companies, or of persons engaged in conducting schemes or devices for obtaining money through the mails by means of false or fraudulent pretenses, representations, or promises.

DRAFTS AND TRANSFERS.

By regulation it is made the special duty of a postmaster to provide as far as possible against delay in the payment of money orders. But the current of business at many offices is such that the amount of money-orders presented for payment is continuously or occasionally in excess of the gross amount of funds received from the issued orders; so that postmasters at such offices are authorized and instructed to transfer, when occasion requires, a sufficient amount to pay orders from the postage to the money-order fund. The total amount of such transfers during the last fiscal year was \$905,707.81, while for the same period the sum of \$287,699.81 was retransferred to the postage from the money order account. The balance in favor of the postage account, \$618,007.80, has been refunded by a deposit in the Treasury for the postal service, made September 26, 1882.

When the postage funds are not available or are insufficient for money-order purposes, if east of the Rocky Mountains, postmasters are given a credit with the postmaster at New York, upon which they may draw; if upon the Pacific slope, funds are supplied by the postmaster at San Francisco, Cal., or by the postmaster at Portland, Oreg. In the last fiscal year the total amount of drafts drawn against credits at New York was \$10,823,200.96, while the San Francisco office furnished the sum of \$241,956 to neighboring post-offices, and the Portland office the sum of \$14,129.

REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

The total amount of the remittances of surplus funds—that is, funds which were not at once needed at the remitting offices for the payment of orders—was, for the fiscal year, \$105,684,110.64.

LOST REMITTANCES.

From Table C, annexed to this report, it appears that 119 cases of alleged loss of remittances of surplus money-order funds were the subject of investigation during the year. Fifty-two of these cases, aggregating \$6,649, occurred in the previous year, in which number are included the 43 cases, amounting to \$5,949, which remained unsettled at the end of that year, and the remaining 9 cases, involving \$701, were not brought to the notice of the department until after June 30, 1881. Nine cases, in value \$1,105, allowed during the year to the credit of the postmasters by whom the remittances were made, form the item of expense, "lost remittances," in the table hereinafter given showing the revenues and expenses of the domestic money-order system. The sum of \$2,829, the gross amount involved in 19.65 cases, was recovered by post-office inspectors during the year; the department declined to allow credit in 5 cases, aggregating \$134; and in 6 cases it was subsequently ascertained that no loss had been incurred. There remained 79.35 cases, amounting to \$9,646.45, unsettled at the close of the year.

ERRONEOUS PAYMENTS OF MONEY ORDERS.

The claims presented during the year for reimbursement because of the alleged erroneous payment of money orders numbered 48, their ratio to the total number of orders paid being as 1 to 175034.

The whole number of cases under investigation during the year was 95, aggregating \$2,579.27, in which are included 35 cases, amounting to \$962.19, which were unsettled at the close of the last year, while 12 other payments occurred during that year, but were not brought to the attention of the Post-Office Department until after June 30, 1881; \$573.74, the total amount of 27 cases, were recovered by inspectors of the department and paid over to the true payees of the respective orders. In 12 cases, the orders amounting together to \$316.70, the postmasters who made payment were adjudged at fault and held responsible for their lack of precaution; the owners of the orders, who were alone to blame in 2 cases, of the value of \$35, were required to stand the loss; in 2 cases the loss of \$60 was assumed by the Post-Office Department, the postmaster at the office of payment having been found blameless; and in 8 cases the sums involved were found to have been correctly paid in the first instance; 44 claims, of the total amount of \$1,315.48, were unsettled on June 30, 1882.

REVENUES AND EXPENSES.

The following is the Auditor's report of the receipts and expenses of the domestic money-order system for the last fiscal year:

| | | |
|------------------------------------------------------------------------|----------------|-----------------------|
| Receipts: | | |
| Fees on orders issued | \$1,053,710 55 | |
| Premiums, &c..... | 828 07 | |
| | | \$1,054,538 62 |
| Expenditures: | | |
| Commissions and clerk hire..... | \$652,399 06 | |
| Lost remittances | 1,105 00 | |
| Bad debts | 33,083 52 | |
| Incidental expenses..... | 87,609 87 | |
| | | 774,197 45 |
| Excess of receipts over expenditures, being gross revenue | | \$280,341 17 |

In the item "commissions and clerk hire" is included the sum of \$175,548.84, being the amount allowed for clerical labor in the money-order service at certain of the larger post-offices out of the excess of commissions accruing from the issue and payment of money orders, which the postmasters are debarred by law from receiving. The limit fixed by law for the total compensation of a postmaster from all sources being \$4,000 (except in the case of the postmaster at New York), the commissions over \$4,000 are, by authority of the Postmaster-General, given to such offices as earn an excess, in the form of an allowance for clerk hire on money-order account.

Among the "incidental expenses" may be mentioned the sum of \$53,344.49 paid directly from money-order funds to the Public Printer for books, blanks, printing, and stationery furnished by him to the money-order office for use by postmasters and the department in the transaction of money-order business, of which amount \$7,298.12 was paid for work and material ordered during the fiscal year 1880-'81.

"BAD DEBTS."

Only a very small portion of the amount embraced under the head of "bad debts" in the foregoing statement represents losses occasioned by the failure of late postmasters to pay balances due by them to the United States. The larger part, \$33,060.10, was the loss incurred by reason of the failure of the banking house of Henry Clews & Co., of New York, and the consequent non-payment and protest of certain bills of exchange purchased by the department from that firm in August and September, 1873, for the purpose of paying balances due by the United States to foreign countries on money-order account. The total amount of the claim of the department against this firm was \$48,680.80, on account of which \$3,620.70 was collected in 1878 and 1879, after strenuous efforts of counsel, from the assets of the bankrupt firm in England; and after protracted efforts to secure, by suit at law, the remainder of the sum due, the department having become satisfied that little could be accomplished in that way because of the inadequacy of the assets, the claim was finally compromised by authority of the Postmaster-General and the Auditor, under section 409 of the Revised Statutes of the United States, by the payment, July 7, 1881, to the Post Office Department, on the part of Henry Clews & Co., of the sum of \$12,000 cash, in full settlement thereof. The gross loss on account of

the insolvency of this banking house was therefore, as above stated, \$33,060.10.

Notwithstanding the above-mentioned loss, which is properly chargeable to the year in which the transactions occurred, the gross revenue from the domestic money-order business exceeded the revenue from the business of the previous year by \$28,026.53, or over 11 per cent.

Attached to this report is a tabular statement, A, of the operations of the domestic money-order system for each year since its establishment.

INTERNATIONAL MONEY-ORDER BUSINESS—ADDITIONAL CONVENTIONS.

Since the close of the fiscal year ended June 30, 1881, conventions for the exchange of money-orders have been concluded between the United States, on the one hand, and Jamaica, New South Wales, Victoria, and New Zealand, respectively, on the other, so that money-order business is now transacted with ten different foreign countries, to wit, the four just mentioned and Canada, Great Britain and Ireland, Germany, Switzerland, Italy, and France. On January 1, 1882, a new convention with Switzerland went into effect which simplified the exchange with that country and admitted of a reduction of the fees charged for the issue of Swiss orders in the United States.

There were in operation on June 30, 1882, 1,425 international money-order offices authorized to transact money-order business with each of the foreign countries with which the United States maintains an exchange of money-orders. Uniformity of system having, in great measure, been secured, the same set of forms is employed by postmasters for orders of all these nationalities.

Negotiations are now being conducted looking to an interchange of money-orders between the United States and Tasmania, Japan, Sweden, Norway, and Belgium, while money-order business with Portugal, under a convention duly signed and approved July 15, 1882, will be commenced on January 1, 1883. Annexed to this report will be found a copy of the new money-order convention with Switzerland and copies of the conventions with Jamaica, New South Wales, Victoria, New Zealand, and Portugal, respectively.

STATISTICS OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

The subjoined statement exhibits in tabulated form the number and amount of orders of each of the several international varieties issued, the number and amount of orders paid, the amount of fees received, and the gain in amount, with the percentage of gain, in issues, payments, and fees. The enormous increase therein shown in the volume of the international money-order business is the best evidence of the public's appreciation of the facilities which the several international systems afford.

| | Number of orders issued. | Amount of orders issued. | Amount of orders repaid. | Number of orders paid. | Amount of orders paid. |
|----------------------|--------------------------|--------------------------|--------------------------|------------------------|------------------------|
| Swiss..... | 10,080 | \$205,820 06 | \$859 25 | 4,020 | \$113,292 65 |
| British..... | 182,293 | 2,740,362 09 | 5,479 96 | 24,940 | 407,766 91 |
| German..... | 116,370 | 2,057,705 42 | 10,421 15 | 34,974 | 1,047,940 11 |
| Canadian..... | 48,229 | 1,018,041 62 | 4,296 73 | 49,537 | 785,326 61 |
| Italian..... | 14,233 | 408,221 60 | 715 98 | 734 | 19,616 41 |
| French..... | 6,015 | 99,738 10 | 745 10 | 2,728 | 57,352 79 |
| Jamaica..... | 45 | 917 23 | | 297 | 2,284 11 |
| New South Wales..... | 69 | 2,345 75 | | 83 | 1,297 67 |
| Victoria..... | 47 | 1,200 83 | | 129 | 9,603 47 |
| New Zealand..... | 62 | 1,561 78 | | 427 | 9,202 47 |
| Totals..... | 377,443 | 6,536,514 48 | 22,518 17 | 117,883 | 2,453,462 79 |

| | Amount of fees received. | Amount of gain in orders issued over 1880-'81. | Percentage of gain in losses over 1880-'81. | Amount of gain in orders paid over 1880-'81. | Percentage of gain in payments over 1880-'81. | Amount of gain in fees received over 1880-'81. | Percentage of gain in fees over 1880-'81. |
|----------------------|--------------------------|------------------------------------------------|---------------------------------------------|----------------------------------------------|-----------------------------------------------|------------------------------------------------|-------------------------------------------|
| Swiss..... | \$4,591 50 | \$60,070 12 | 41.21 | \$3,920 74 | 3.56 | \$484 66 | 11.79 |
| British..... | 78,526 30 | 738,372 44 | 36.88 | 47,030 22 | 13.04 | 20,301 30 | 34.74 |
| German..... | 36,785 70 | 661,979 59 | 47.43 | 222,919 70 | 27.02 | 11,881 10 | 47.70 |
| Canadian..... | 17,244 55 | 190,884 70 | 23.06 | 174,162 32 | 28.50 | 3,185 96 | 22.66 |
| Italian..... | 6,579 60 | 168,547 65 | 70.32 | 6,068 72 | 44.79 | 1,061 70 | 24.05 |
| French..... | 1,815 45 | 26,708 01 | 36.57 | 18,972 57 | 49.43 | 482 15 | 36.16 |
| Jamaica..... | 16 65 | | | | | | |
| New South Wales..... | 36 75 | | | | | | |
| Victoria..... | 19 95 | | | | | | |
| New Zealand..... | 27 80 | | | | | | |
| Totals..... | 145,644 25 | | | | | | |

Exchange did not go into operation until January 1, 1882.

REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

The Auditor is not able to furnish at this date a statement of the revenues which accrued from international money-order business during the last fiscal year, because much time must yet be occupied in adjusting the accounts for the last quarter of that year. In his report will be found, however, detailed statements of the revenues from international money-order exchanges for the fiscal year 1880-'81, being from the Swiss business, \$2,442.33; from the British, \$41,666.79; from the German, \$18,908.10; from the Canadian, \$7,776.31; from the Italian, \$8,469.25; and from the French, \$1,163.40; a total of \$80,426.18.

GENERAL FINANCIAL RESULTS.

The total issues of domestic and international money-orders were, in number, 8,797,312, of the value of \$119,936,632.69, and the payments were, in number, 8,519,551, amounting, with the repayments, to

\$115,864,282.86. The fees received from the public aggregated \$1,199,354.80.

In compliance with the terms of section 4050 Revised Statutes, the sum of \$360,767.35, the gross revenue, as reported by the Auditor, from both domestic and international money-order business, was deposited in the Treasury for the service of the Post-Office Department on October 16, 1882. But to arrive at the net profit of the money-order business (the domestic for 1881-'82 and the international for 1880-'81) there should be deducted from this sum the amount of such expenses for the money-order service as were paid out of appropriations made by Congress, to wit:

| | |
|---------------------------------------------------------------------------------------------------------------------|-------------------|
| Salaries to 38 employes in the superintendent's office | \$51,200 00 |
| Salaries to 115 employes in the money-order division of the Auditor's office | 138,867 86 |
| Stationery furnished for use in the superintendent's office | 453 57 |
| Books, blanks, printing, and stationery furnished for use in the money-order division of the Auditor's office | 5,215 67 |
| Total..... | 195,737 10 |

leaving the sum of \$165,030.25 in excess of all ascertainable expenditures for that service from any fund.

I have the honor, in conclusion, to renew the recommendations made in my letter of November 7, 1881, to the Postmaster-General with reference to certain

MODIFICATIONS OF THE POSTAL MONEY-ORDER SYSTEM.

to wit, a change in the scale of fees charged for the issue of domestic money-orders, including a reduction of the fee for orders under \$10 from 10 cents to 8 cents, and the increase of the maximum limit of a single order from \$50 to \$100, with an increase of 5 cents in the fee for each \$10 over \$50 up to \$80, from which amount to \$100 a fee of 45 cents is proposed, and to the issue concurrently with money-orders, under authority of law to be enacted by Congress, of money-orders of a new form, to be called postal notes, for a fee of 3 cents, to be payable at a designated money-order office to the bearer, and to be drawn only for sums less than \$5.

The increase, with correspondingly augmented fees, of the limit of an order from \$50 to \$100, by which a single order will be made to take the place now occupied by two, with a reduction by that means of one-half the labor of issue for all sums from \$50 to \$100, is designed to offset any loss which would result to the system from the reduction of the fees for orders of small amounts. As stated in the letter of November 7, above referred to, which is published upon pages 403-410 of the last Annual Report, the average cost of each money-order issued during the five years ended June 30, 1880, was 12.6 cents, and the average revenue from each order 12.7 cents, leaving a margin of one mill as a profit upon each order. But inasmuch as nearly one-half of all the orders issued are for sums under \$5, any reduction of the fee on such orders without a corresponding reduction of labor and increase of fees for the large amounts would necessarily result in a loss.

THE "POSTAL NOTE,"

a model of which was printed upon page 405 of the Annual Report of last year, is intended to take the place of fractional currency in so

far as that currency was used by the public for remittances of small sums by mail. The process of issue would be such that the amount, the figures representing which are to be punched from three rows of figures for dollars, dimes, and cents, respectively, cannot be altered, and it is proposed to have the notes, which are to be of a convenient size for inclosure in the ordinary letter-size envelopes, engraved upon thin bank-note paper, and provided with effective checks against counterfeiting.

This scheme, I may add, met with the full approbation of the Committee on the Post-Office and Post-Roads, and was unanimously recommended by them at the last session of Congress. A bill (H. R. 5661) embodying its several provisions passed the House of Representatives at that session, but failed to pass the Senate, which it reached near the time for adjournment, the attention of that body having been occupied with other pressing business in the last days of the session. I deem it of great importance that legislation authorizing the issue of the postal note to supply an urgent public want and the suggested changes in the scale of fees for domestic money orders be again requested at an early day.

I am, sir, very respectfully, your obedient servant,

C. F. MACDONALD.

Superintendent of Money-Order System.

Hon. T. O. HOWE,
Postmaster-General.

TABLES EXHIBITING THE OPERATIONS OF THE MONEY-ORDER SYSTEM.

A.—*Tabular statement showing operations of the domestic money-order system during each year since its establishment, November 1, 1864, up to June 30, 1882.*

| Fiscal year ended— | Number of money-order offices in operation. | Amount of orders issued. | Amount of orders paid and repaid. | Amount of fees received. | Amount of expenses. | Amount of deficit. | Amount of surplus. |
|--------------------|---------------------------------------------|--------------------------|-----------------------------------|--------------------------|---------------------|--------------------|--------------------|
| June 30, 1865 | 419 | \$1,360,122 52 | \$1,313,577 08 | \$11,536 40 | \$18,584 37 | \$7,047 97 | ..... |
| June 30, 1866 | 766 | 3,977,259 24 | 3,903,890 22 | 35,803 06 | 26,064 27 | ..... | \$7,138 79 |
| June 30, 1867 | 1,224 | 9,229,327 72 | 9,071,240 73 | 70,889 57 | 44,628 96 | ..... | 26,260 61 |
| June 30, 1868 | 1,468 | 16,197,858 47 | 16,118,537 03 | 124,503 19 | 70,345 04 | ..... | 54,158 15 |
| June 30, 1869 | 1,685 | 24,848,058 93 | 24,654,123 46 | 176,247 67 | 110,694 00 | ..... | 65,553 87 |
| June 30, 1870 | 2,076 | 34,054,184 71 | 33,927,924 79 | 235,557 05 | 145,382 42 | ..... | 90,174 63 |
| June 30, 1871 | 2,452 | 42,164,118 03 | 42,027,336 31 | 295,563 38 | 194,481 00 | ..... | 101,181 78 |
| June 30, 1872 | 2,775 | 48,515,532 72 | 48,419,644 97 | 350,489 40 | 244,521 63 | ..... | 105,977 77 |
| June 30, 1873 | 3,069 | 57,516,216 69 | 57,295,012 27 | 354,810 66 | 286,232 66 | ..... | 68,584 00 |
| June 30, 1874 | 3,404 | 74,424,854 71 | 74,210,156 25 | 462,238 54 | 357,040 42 | ..... | 105,198 12 |
| June 30, 1875 | 3,401 | 77,431,251 58 | 77,361,690 75 | 494,717 27 | 374,575 18 | ..... | 120,142 09 |
| June 30, 1876 | 3,697 | 77,035,972 78 | 77,106,338 85 | 647,021 52 | 456,250 68 | ..... | 190,770 84 |
| June 30, 1877 | 3,686 | 72,820,509 70 | 72,908,475 25 | 624,409 66 | 524,478 47 | ..... | 99,931 19 |
| June 30, 1878 | 4,143 | 81,442,364 87 | 81,279,910 80 | 716,638 98 | 513,646 61 | ..... | 202,992 37 |
| June 30, 1879 | 4,512 | 88,254,041 02 | 88,506,200 20 | 799,347 09 | 575,346 32 | ..... | 223,960 77 |
| June 30, 1880 | 4,829 | 100,332,818 83 | 100,165,982 78 | 917,091 58 | 659,516 50 | ..... | 257,575 08 |
| June 30, 1881 | 5,163 | 105,075,769 35 | 104,924,453 61 | 967,772 93 | 715,458 29 | ..... | 252,314 64 |
| June 30, 1882 | 5,491 | 113,400,118 21 | 113,388,301 90 | 1,054,538 62 | 774,197 45 | ..... | 280,341 17 |
| Total | | 1,028,100,980 12 | 1,026,083,197 25 | ..... | ..... | ..... | ..... |

B.—*Statement of duplicate money orders issued by the department during the fiscal year ended June 30, 1882.*

| | | Remarks. |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------------------------------------------------|
| I. In lieu of money orders lost in transit..... | 19,694 | Being 4,876 more than during the preceding year. |
| II. In lieu of money orders payment of which had been prohibited in pursuance of section 3929 of the Revised Statutes of the United States. | 125 | Being 1,516 less than during the preceding year. |
| III. In lieu of money orders lost by the payees, remitters, or indorsees. | 1,123 | Being 34 more than during the preceding year. |
| IV. In lieu of money orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees. | 327 | Being 139 less than during the preceding year. |
| V. In lieu of money orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States. | 146 | Being 89 more than during the preceding year. |
| VI. In lieu of money orders invalidated by reason of not being presented for payment within one year after the date of their issue. | 519 | Being 190 more than during the preceding year. |
| Total | 21,934 | |

C.—Statement of money-order funds lost in transmission through the mails or otherwise during the fiscal year ended June 30, 1882.

| Summary. | Number of cases. | Amount. | Total amount. |
|----------------------------------------------------------|------------------|------------|---------------|
| Whole number of cases of lost remittances reported..... | 119.00 | | \$14,748 45 |
| a) Cases which occurred prior to June 30, 1881..... | 52.00 | \$6,649 00 | |
| b) Cases which occurred subsequent to June 30, 1881..... | 67.00 | 8,099 45 | |
| I. Allowed during the year..... | 9.00 | | 1,105 00 |
| a) Cases which occurred prior to June 30, 1881..... | 7.00 | 880 00 | |
| b) Cases which occurred subsequent to June 30, 1881..... | 2.00 | 225 00 | |
| II. Recovered during the year..... | 19.65 | | 2,829 00 |
| a) Cases which occurred prior to June 30, 1881..... | 13.00 | 2,107 00 | |
| b) Cases which occurred subsequent to June 30, 1881..... | 6.65 | 722 00 | |
| III. Charged to remitting postmaster..... | 5.00 | | 134 00 |
| a) Cases which occurred prior to June 30, 1881..... | 5.00 | 134 00 | |
| IV. No loss incurred..... | 6.00 | | 1,034 00 |
| a) Cases which occurred prior to June 30, 1881..... | 6.00 | 1,034 00 | |
| V. Unsettled..... | 79.35 | | 9,646 45 |
| a) Cases which occurred prior to June 30, 1881..... | 21.00 | 2,494 00 | |
| b) Cases which occurred subsequent to June 30, 1881..... | 58.35 | 7,152 45 | |
| Total..... | 119.00 | | 14,748 45 |

I.—ALLOWED DURING THE YEAR.

a) Cases which occurred prior to June 30, 1881.

| Office of mailing. | State. | Date of mailing. | Date of allowance. | Amount. | Total Amount. | Remarks. |
|--------------------|--------|------------------|--------------------|---------|---------------|----------|
| Preacott..... | Ariz. | July 10, 1879 | Nov. 10, 1881 | \$23 00 | | |
| El Paso..... | Tex. | Nov. 29, 1880 | Oct. 4, 1881 | 352 00 | | |
| Americus..... | Kans. | Nov. 17, 1880 | Aug. 8, 1881 | 20 00 | | |
| Hokah..... | Minn. | July 31, 1880 | Aug. 8, 1881 | 89 00 | | |
| Lanesborough..... | Minn. | July 31, 1880 | Aug. 8, 1881 | 25 00 | | |
| Fort Sully..... | Dak. | Jan. 19, 1881 | Aug. 8, 1881 | 341 00 | | |
| Galveston..... | Tex. | Apr. 16, 1881 | Aug. 8, 1881 | 30 00 | | (*) |
| 7 cases..... | | | | | \$880 00 | |

b) Cases which occurred subsequent to June 30, 1881.

| | | | | | | |
|-----------------------------|------|---------------|---------------|----------|----------|--|
| Monticello..... | Ky. | July 15, 1881 | Aug. 29, 1881 | \$220 00 | | |
| Alhnapec..... | Wis. | July 7, 1881 | Oct. 8, 1881 | 5 00 | | |
| 2 cases..... | | | | | \$225 00 | |
| Total allowed, 9 cases..... | | | | | 1,105 00 | |

II.—RECOVERED DURING THE YEAR.

a) Cases which occurred prior to June 30, 1881.

| Office of mailing. | State. | Date of mailing. | Collected from— | Amount. | Total amount. | Remarks. |
|--------------------|--------|------------------|-----------------------------|----------|---------------|----------|
| Washington..... | N. C. | Sept. 11, 1880 | Thief..... | \$136 00 | | |
| Waynesborough..... | Pa. | Nov. 6, 1880 | Friends of thief..... | 100 00 | | |
| Canton..... | Miss. | Nov. 29, 1880 | Postal clerk..... | 20 00 | | |
| Ozark..... | Ala. | Dec. 14, 1880 | Remitting postmaster..... | 680 00 | | |
| Kosciusko..... | Miss. | Mar. 10, 1881 | Postmaster at Durant, Miss. | 280 00 | | |
| Alexandria..... | La. | Feb. 2, 1881 | Thieves..... | 246 00 | | |
| Danville..... | Mich. | Feb. 16, 1881 | Route agent..... | 6 00 | | |
| Ada..... | Mich. | June 6, 1881 | Route agent..... | 45 00 | | (*) |
| Weston..... | Oreg. | May 15, 1880 | Thief..... | 40 00 | | (*) |
| Union..... | Oreg. | Aug. 19, 1880 | Father of thief..... | 120 00 | | (*) |
| Pendleton..... | Oreg. | June 11, 1880 | Father of thief..... | 200 00 | | (*) |
| Weston..... | Oreg. | Sept. 22, 1880 | Father of thief..... | 200 00 | | (*) |
| Athens..... | Tex. | Mar. 21, 1881 | Brother of thief..... | 34 00 | | (*) |
| 13 cases..... | | | | | \$2,107 00 | |

II.—RECOVERED DURING THE YEAR—Continued.

b) Cases which occurred subsequent to June 30, 1881.

| Office of mailing. | State. | Date of mailing. | Collected from— | Amount. | Total amount. | Remarks. |
|---------------------------------------|------------|------------------|----------------------------------------|----------|---------------|--------------------------------------------|
| Mendocino | Cal | July 8, 1881 | Postmaster at Cuf- fey's Cove, Cal. | \$220 00 | | |
| Mason | Tex | Aug. 6, 1881 | Robbers | 100 00 | | Part of remittance of \$154. (See V.b.) |
| Milton | N. C | Dec. 21, 1881 | Route agent | 54 00 | | |
| Murray | Ky | Dec. 27, 1881 | Remitting post- master. | 80 00 | | |
| Melbourne | Ark | Feb. 4, 1882 | Thief | 183 00 | | |
| Miles City | Mont | Jan. 3, 1882 | Sub-contractor | 100 00 | | |
| Charleston | Miss | Mar. 11, 1882 | Route agent | 25 00 | | |
| 6.65 cases | | | | | \$722 00 | |
| Total recovered, 19.65 cases | | | | | 2,829 00 | |

III.—CHARGED TO REMITTING POSTMASTER.

a) Cases which occurred prior to June 30, 1881.

| Office of mailing. | State. | Date of mailing. | Case closed. | Amount. | Total amount. | Remarks. |
|--------------------|------------|------------------|----------------|---------|---------------|----------|
| McComb | Miss | Oct. 25, 1880 | Sept. 29, 1881 | \$50 00 | | |
| Carbondale | Kans | Dec. 24, 1880 | Sept. 29, 1881 | 10 00 | | |
| Carbondale | Kans | Jan. 6, 1881 | Sept. 29, 1881 | 10 00 | | |
| Springwater | N. Y | Jan. 29, 1881 | Sept. 21, 1881 | 17 00 | | |
| Mill Port | N. Y | Jan. 22, 1881 | Sept. 21, 1881 | 47 00 | | |
| 5 cases | | | | | \$134 00 | |

IV.—NO LOSS INCURRED.

a) Cases which occurred prior to June 30, 1881.

| Office of mailing. | State. | Date of mailing. | Case closed. | Amount. | Total amount. | Remarks. |
|--------------------|------------|------------------|---------------|----------|---------------|--------------------------|
| Weaverville | Cal | Sept. 1, 1880 | Mar. 24, 1882 | \$452 00 | | Paid by duplicate draft. |
| Waterville | Miss | Nov. 12, 1880 | Mar. 20, 1882 | 126 00 | | No such remittance made. |
| Clear Water | Minn | Mar. 5, 1881 | May 13, 1882 | 125 00 | | Duly received. |
| Manatee | Fla | Apr. 30, 1881 | Mar. 24, 1882 | 116 00 | | Duly received. |
| Rico | Colo | Apr. 28, 1881 | Mar. 20, 1882 | 121 00 | | Paid by duplicate check. |
| Humboldt | Tenn | June 16, 1881 | Sept. 5, 1881 | 100 00 | | Duly received. |
| 6 cases | | | | | \$1,034 00 | |

V.—UNSETTLED.

a) Cases which occurred prior to June 30, 1881.

| Office of mailing. | State. | Date of mailing. | Amount. | Total amount. | Remarks. |
|-----------------------|------------|------------------|----------|---------------|----------|
| Milton | N. C | May 29, 1877 | \$302 00 | | |
| Florence | S. C | Mar. 26, 1880 | 91 00 | | |
| Brownsdale | Minn | Jan. 31, 1880 | 206 00 | | |
| Sanford | N. Y | Nov. 10, 1880 | 5 00 | | |
| Callicoon Depot | N. Y | Jan. 11, 1881 | 75 00 | | |
| Troup | Tex | Jan. 11, 1881 | 540 00 | | |
| Summit | Miss | Jan. 4, 1881 | 20 00 | | (*) |
| Coudersport | Pa | Jan. 22, 1881 | 35 00 | | |
| Cross Plains | Ala | Dec. 29, 1880 | 79 00 | | |
| Rutherfordton | N. C | Dec. 22, 1880 | 15 00 | | |
| Forest | Ohio | Dec. 28, 1880 | 100 00 | | |
| Laredo | Tex | Dec. 31, 1880 | 9 00 | | |
| Delphi | Ind | Mar. 15, 1881 | 100 00 | | |
| Trempealeau | Wis | Mar. 12, 1881 | 60 00 | | |
| Athens | Ga | Apr. 30, 1881 | 30 00 | | |
| Uvalde | Tex | Apr. 29, 1881 | 315 00 | | |
| Cross Plains | Ala | May 10, 1881 | 87 00 | | |
| Montague | Tex | June 3, 1881 | 373 00 | | |
| Jefferson | Ga | Apr. 29, 1881 | 20 00 | | |
| Jefferson | Ga | Apr. 30, 1881 | 20 00 | | |
| Eohnerville | Cal | May 30, 1881 | 12 00 | | (*) |
| 21 cases | | | | \$2,494 00 | |

V.—UNSETTLED—Continued.

b) Cases which occurred subsequent to June 30, 1881.

| Office of mailing. | State. | Date of mailing. | Amount. | Total Amount. | Remarks. |
|-----------------------|--------|------------------|---------|---------------|--------------------------------------------|
| Boonton | N. J. | Aug. 18, 1881 | \$35 00 | | Part of a remittance of \$154. (See II b.) |
| Milledgeville | Ga. | Aug. 5, 1881 | 10 50 | | |
| Mason | Tex. | Aug. 6, 1881 | 54 00 | | |
| Rolling Prairie | Ind. | Aug. 20, 1881 | 20 00 | | |
| Buchanan | Va. | Sept. 17, 1881 | 25 00 | | |
| Alderson | W. Va. | Sept. 17, 1881 | 92 00 | | |
| Union | W. Va. | Sept. 17, 1881 | 35 00 | | |
| Parish | N. Y. | Sept. 20, 1881 | 35 00 | | |
| Sparta | Tenn. | Oct. 3, 1881 | 250 00 | | |
| Center | Tex. | Oct. 4, 1881 | 390 00 | | |
| Tampa | Fla. | Oct. 8, 1881 | 284 00 | | |
| Tampa | Fla. | Oct. 15, 1881 | 50 00 | | |
| Wesson | Miss. | Sept. 30, 1881 | 19 00 | | |
| Brandon | Miss. | Oct. 19, 1881 | 60 00 | | |
| Raymond | Miss. | Oct. 19, 1881 | 290 00 | | |
| Victoria | Ill. | Nov. 1, 1881 | 21 00 | | |
| Guthrie Centre | Iowa | Sept. 29, 1881 | 25 00 | | |
| Cartersville | Ga. | Nov. 1, 1881 | 280 00 | | |
| Pleasantville | Pa. | Nov. 16, 1881 | 100 00 | | |
| Cleburne | Tex. | Oct. 25, 1881 | 110 00 | | |
| Perry | N. Y. | Nov. 12, 1881 | 32 00 | | |
| Quinnimont | W. Va. | Sept. 17, 1881 | 160 00 | | |
| White Sulphur Springs | W. Va. | Sept. 17, 1881 | 10 00 | | |
| La Crosse | Ark. | Nov. 10, 1881 | 15 00 | | |
| Granbury | Tex. | Oct. 24, 1881 | 440 00 | | |
| Clymer | N. Y. | Nov. 16, 1881 | 61 00 | | |
| Saint Jo. | Tex. | Sept. 24, 1881 | 47 00 | | |
| Murphy | N. C. | Oct. 31, 1881 | 447 00 | | |
| Morton | Miss. | Oct. 19, 1881 | 14 00 | | |
| Granbury | Tex. | Dec. 20, 1881 | 181 00 | | |
| Henrietta | Tex. | Dec. 2, 1881 | 135 45 | | |
| Christiansburg | Va. | Jan. 19, 1882 | 5 00 | | |
| South Orange | N. J. | Sept. 17, 1881 | 20 00 | | |
| Clinton | Miss. | Oct. 20, 1881 | 139 00 | | |
| Montague | Tex. | Dec. 20, 1881 | 94 00 | | |
| Waxahachie | Tex. | Oct. 26, 1881 | 400 00 | | |
| Monticello | Ky. | Oct. 22, 1881 | 100 00 | | |
| Monticello | Ky. | Oct. 25, 1881 | 40 00 | | |
| Llano | Tex. | Jan. 19, 1882 | 20 00 | | |
| Fort Bennett | Dak. | Feb. 24, 1882 | 5 00 | | |
| Grand View | Tex. | Oct. 24, 1881 | 221 00 | | |
| Grand View | Tex. | Oct. 25, 1881 | 35 00 | | |
| Hearne | Tex. | Mar. 8, 1882 | 3 50 | | |
| Anderson | Ind. | Mar. 13, 1882 | 43 00 | | |
| Rockport | Tex. | Feb. 15, 1882 | 217 00 | | |
| Decatur | Tex. | Oct. 25, 1881 | 295 00 | | |
| Tallassee | Ala. | Mar. 20, 1882 | 20 00 | | |
| Fort McKavett | Tex. | Feb. 14, 1882 | 221 00 | | |
| Jeanerette | La. | Apr. 18, 1882 | 23 00 | | |
| Gainesville | Ark. | Mar. 23, 1882 | 147 00 | | |
| Jeanerette | La. | Apr. 25, 1882 | 23 00 | | |
| Pinckney | Mich. | Apr. 20, 1882 | 1 00 | | |
| Louisville | Miss. | Apr. 4, 1882 | 40 00 | | |
| Marksville | La. | Mar. 4, 1882 | 188 00 | | |
| Laredo | Tex. | May 28, 1882 | 217 00 | | |
| Frio Town | Tex. | Apr. 13, 1882 | 20 00 | | |
| Pearlsburgh | Va. | Apr. 17, 1882 | 10 00 | | |
| Holland | Iowa | June 8, 1882 | 702 00 | | |
| Monticello | Ky. | Oct. 5, 1881 | 175 00 | | |
| 58.35 cases | | | | \$7,152 45 | |
| Total "unsettled," | | | | | |
| 79.35 cases | | | | \$9,646 45 | |

* These nine cases, involving an amount of \$701, and which occurred prior to June 30, 1881, were not brought to the attention of the department until after the close of the fiscal year ended that day.

D.—Statement of money-orders improperly paid, on a forged signature or otherwise, during the fiscal year ended June 30, 1882.

| Summary. | Number of cases. | Amount. | Total amount. |
|----------------------------------------------------------------------|------------------|------------|---------------|
| Whole number of orders improperly paid..... | 95 | | \$2,579 27 |
| a) Orders issued prior to June 30, 1881..... | 47 | \$1,314 96 | |
| b) Orders issued after June 30, 1881, and prior to July 1, 1882..... | 48 | 1,264 31 | |
| I. Recovered..... | 27 | | 573 74 |
| a) Orders issued prior to June 30, 1881..... | 10 | 207 34 | |
| b) Orders issued after June 30, 1881, and prior to July 1, 1882..... | 17 | 366 40 | |
| II. Charged to the payee..... | 2 | | 35 00 |
| a) Orders issued after June 30, 1881, and prior to July 1, 1882..... | 2 | 35 00 | |
| III. Paid to the proper payee..... | 8 | | 278 35 |
| a) Orders issued prior to June 30, 1881..... | 8 | 278 35 | |
| IV. Charged to paying postmaster..... | 12 | | 316 70 |
| a) Orders issued prior to June 30, 1881..... | 6 | 167 52 | |
| b) Orders issued after June 30, 1881, and prior to July 1, 1882..... | 6 | 149 18 | |
| V. Charged to department..... | 2 | | 60 00 |
| a) Orders issued prior to June 30, 1881..... | 2 | 60 00 | |
| VI. Unsettled..... | 44 | | 1,315 48 |
| a) Orders issued prior to June 30, 1881..... | 21 | 601 75 | |
| b) Orders issued after June 30, 1881, and prior to July 1, 1882..... | 23 | 713 73 | |
| Total..... | 95 | | 2,579 27 |

I.—RECOVERED.

a) Orders issued prior to June 30, 1881.

| Number of order. | Name of issuing office. | State. | Date of issue. | Name of paying office. | State. | Date of payment. | Amount of order. |
|------------------|-------------------------|--------|----------------|------------------------|--------|------------------|------------------|
| 2201 | Kenney..... | Ill. | July 10, 1880 | Leadville..... | Colo. | July 20, 1880 | *\$15 00 |
| G. 68533 | New York..... | N. Y. | Apr. 15, 1879 | La Crosse..... | Wis. | June 9, 1879 | 25 62 |
| 13513 | Toledo..... | Ohio | Apr. 20, 1881 | New York..... | N. Y. | Apr. 23, 1881 | 15 00 |
| 6777 | Cattlettsburgh..... | Ky. | May 8, 1881 | New Orleans..... | La. | May 12, 1881 | 12 00 |
| 1381 | Refugio..... | Tex. | Nov. 15, 1880 | San Antonio..... | Tex. | Nov. 22, 1880 | 7 50 |
| 27333 | Laramie City..... | Wyo. | Mar. 23, 1881 | Denver..... | Colo. | Mar. 29, 1881 | 50 00 |
| B. 1626 | Carnock..... | Eng. | May 10, 1881 | Youngstown..... | Ohio | May 28, 1881 | *4 87 |
| 6250 | Jacksonville..... | Fla. | May 27, 1881 | Evansville..... | Ind. | | *25 00 |
| 35091 | Canton..... | Miss. | Oct. 8, 1880 | Jackson..... | La. | Oct. 21, 1880 | *50 00 |
| 2667 | Poplar Bluff..... | Mo. | May 30, 1881 | Charleston..... | Mo. | June 2, 1881 | *2 35 |
| 10 cases..... | | | | | | | 297 34 |

b) Orders issued subsequent to June 30, 1881.

| Number of order. | Name of issuing office. | State. | Date of issue. | Name of paying office. | State. | Date of payment. | Amount of order. |
|-----------------------------------|-------------------------|--------|----------------|------------------------|--------|------------------|------------------|
| 14962 | Lebanon..... | Ohio | Aug. 11, 1881 | Detroit..... | Mich. | Aug. 19, 1881 | \$50 00 |
| 55160 | Baltimore..... | Md. | Sept. 29, 1881 | Waynesborough..... | Va. | Oct. 13, 1881 | 12 50 |
| 5630 | Waynesborough..... | Va. | Oct. 13, 1881 | Charleston..... | W. Va. | Oct. 15, 1881 | 12 50 |
| 9214 | Salinas..... | Cal. | Sept. 5, 1881 | Montgomery..... | Ala. | Sept. 13, 1881 | 5 00 |
| 20147 | Oregon..... | Ill. | Aug. 23, 1881 | Fort Scott..... | Kans. | Aug. 29, 1881 | 15 00 |
| 50789 | Wilmington..... | Del. | Sept. 12, 1881 | Chicago..... | Ill. | Sept. 14, 1881 | 15 00 |
| 53790 | Philadelphia..... | Pa. | Aug. 24, 1881 | Charleston..... | W. Va. | Sept. 13, 1881 | 1 90 |
| B. 31086 | Bradford..... | Eng. | Aug. 23, 1881 | Detroit..... | Mich. | Sept. 7, 1881 | 24 35 |
| 2862 | Youngstown..... | Ohio | Sept. 8, 1881 | Chicago..... | Ill. | Sept. 10, 1881 | 21 00 |
| 13861 | Bloomfield..... | Ind. | July 20, 1881 | Vincennes..... | Ind. | July 29, 1881 | 25 00 |
| 53260 | Wheeling..... | W. Va. | Nov. 1, 1881 | Baltimore..... | Md. | Nov. 3, 1881 | 15 00 |
| 1504 | Bloomington..... | Mich. | Nov. 7, 1881 | Conwa..... | Iowa | Dec. 5, 1881 | 20 00 |
| 8834 | Kirwin..... | Kans. | Nov. 21, 1881 | Kansas City..... | Mo. | Dec. 6, 1881 | 38 00 |
| 21553 | San Francisco..... | Cal. | July 29, 1881 | Boston..... | Mass. | Aug. 8, 1881 | 35 00 |
| 2058 | Newburgh..... | W. Va. | Mar. 14, 1882 | Wilkes Barre..... | Pa. | Mar. 29, 1882 | 31 25 |
| 50679 | New York..... | N. Y. | Jan. 7, 1882 | Philadelphia..... | do. | Feb. 10, 1882 | 40 00 |
| 11196 | Middleport..... | Ohio | Apr. 11, 1882 | Saint Louis..... | Mo. | 1882 | 4 90 |
| 17 cases..... | | | | | | | 366 40 |
| Total recovered, 27 cases..... | | | | | | | 573 74 |

II. CHARGED TO THE PAYEE OF ORDER.

b) Orders issued subsequent to June 30, 1881.

| Number of order. | Name of issuing office. | State. | Date of issue. | Name of paying office. | State. | Date of payment. | Amount of order. |
|----------------------|-------------------------|--------|----------------|------------------------|--------|------------------|------------------|
| 74407 | Jackson | Mich. | Oct. 7, 1881 | Milwaukee | Wis. | Oct. 8, 1881 | \$25 00 |
| 22099 | Paris | Ky. | Oct. 17, 1881 | Sherman | Tex. | Oct. 21, 1881 | 10 00 |
| Total, 2 cases | | | | | | | 35 00 |

III.—PAID TO THE PROPER PAYEE.

a) Orders issued prior to June 30, 1881.

| | | | | | | | |
|----------------------|------------------|-------|---------------|-------------------|------|---------------|---------|
| 15349 | Washington | D. C. | Aug. 8, 1878 | Clinton | La. | Nov. 28, 1878 | \$50 00 |
| 15350 | do | do | do | do | do | do | 50 00 |
| 15351 | do | do | do | do | do | do | 50 00 |
| 15352 | do | do | do | do | do | do | 50 00 |
| 15353 | do | do | do | do | do | do | 3 35 |
| 20530 | Saline | Kans. | Oct. 11, 1880 | Kansas City | Mo. | Oct. 20, 1880 | 20 00 |
| 250 | Hartland | Vt. | Oct. 19, 1874 | Chicago | Ill. | Oct. 22, 1874 | 50 00 |
| 12974 | Normal | Ill. | June 6, 1881 | York | Pa. | June 10, 1881 | 5 00 |
| Total, 8 cases | | | | | | | 278 35 |

IV.—CHARGED TO PAYING POSTMASTER.

a) Orders issued prior to June 30, 1881.

| Number of order. | Name of issuing office. | State. | Date of issue. | Name of paying office. | State. | Date of payment. | Amount of order. |
|------------------|-------------------------|--------|----------------|------------------------|--------|------------------|------------------|
| 52106 | Louisville | Ky. | Dec. 1, 1879 | New Orleans | La. | Dec. 23, 1879 | \$10 00 |
| 15805 | New York | N. Y. | Aug. 30, 1880 | Salt Lake City | Utah | Jan. 26, 1881 | 48 25 |
| 15806 | do | N. Y. | Aug. 30, 1880 | do | do | Jan. 26, 1881 | 48 25 |
| 19759 | Deadwood | Dak. | Dec. 20, 1880 | Chicago | Ill. | Dec. 30, 1880 | 20 00 |
| 37976 | Easton | Pa. | Mar. 17, 1881 | do | do | Mar. 22, 1881 | 16 00 |
| 83183 | Kansas City | Mo. | Aug. 10, 1879 | do | do | Aug. 18, 1879 | 25 00 |
| 6 cases | | | | | | | 167 50 |

b) Orders issued subsequent to June 30, 1881.

| | | | | | | | |
|-----------------------|------------------|-------|---------------|------------------|-------|---------------|---------|
| 5344 | New York | N. Y. | July 28, 1881 | Chicago | Ill. | Aug. 9, 1881 | \$24 35 |
| 60744 | Washington | D. C. | Dec. 6, 1881 | Bedford | Pa. | Dec. 20, 1881 | 50 00 |
| 60745 | do | do | Dec. 6, 1881 | do | do | Dec. 20, 1881 | 48 63 |
| 23856 | Toledo | Ohio | Dec. 21, 1881 | Cleveland | Ohio | Dec. 23, 1881 | 10 00 |
| 39975 | Stockton | Cal. | July 19, 1881 | New York | N. Y. | July 27, 1881 | 11 30 |
| 12591 | Le Roy | Minn. | Mar. 30, 1882 | Siox Falls | Dak. | Apr. 1, 1882 | 4 90 |
| 6 cases | | | | | | | 149 18 |
| Total, 12 cases | | | | | | | 316 70 |

V.—CHARGED TO DEPARTMENT.

a) Orders issued prior to June 30, 1881.

| | | | | | | | |
|----------------------|----------------|-------|---------------|---------------------------|-------|---------------|---------|
| 39747 | Chicago | Ill. | Nov. 14, 1878 | Calais | Me. | Nov. 23, 1878 | \$20 00 |
| 20885 | New York | N. Y. | Jan. 31, 1881 | Station E, New York | N. Y. | Feb. 24, 1881 | 40 00 |
| Total, 2 cases | | | | | | | 60 00 |

VI.—UNSETTLED.

a) Orders issued prior to June 30, 1881.

| Number of order. | Name of issuing office. | State. | Date of issue. | Name of paying office. | State. | Date of payment. | Amount of order. |
|------------------|-------------------------|--------|----------------|------------------------|--------|------------------|------------------|
| 43954 | Council Bluffs... | Iowa | Dec. 31, 1878 | Sterling..... | Ill | Jan. 2, 1879 | \$15 00 |
| 80755 | Kansas City..... | Mo. | June 13, 1879 | Sterling..... | Kans. | June 14, 1879 | 25 00 |
| 44450* | Dundalk..... | Ont. | Apr. 11, 1877 | Louisville..... | Ky. | Apr. 18, 1877 | 42 35 |
| 4451* | do..... | do | do | do..... | do | do | 42 35 |
| 4452* | do..... | do | do | do..... | do | do | 30 50 |
| Dup. 18803 | Fremont..... | Nebr. | Oct. 21, 1876 | Ashland..... | Nebr. | Sept. —, — | 23 00 |
| 18628 | Hallettsville..... | Tex. | Aug. 14, 1879 | Lampasas..... | Tex. | Sept. 3, 1879 | 8 00 |
| 60661 | Washington..... | D.C. | Aug. 28, 1878 | Erie..... | Pa. | Aug. 30, 1878 | 50 00 |
| 60662 | do..... | do | do | do..... | do | do | 14 00 |
| 22602 | Tarborough..... | N.C. | Jan. 4, 1880 | New Berne..... | N.C. | Jan. 10, 1880 | 5 00 |
| 10898 | Auburn..... | Ala. | July 24, 1879 | Atlanta..... | Ga. | do | 11 00 |
| 47439 | Lexington..... | Ky. | Aug. 6, 1880 | do..... | do | Aug. 18, 1880 | 25 00 |
| 15002 | Clay Centre..... | Kans. | Feb. 14, 1880 | Leadville..... | Colo. | Feb. 5, 1881 | 50 00 |
| 15003 | do..... | do | do | do..... | do | do | 5 00 |
| G. 11305 | New York..... | N.Y. | Oct. 11, 1880 | Newark..... | N.J. | Oct. 13, 1880 | *35 29 |
| 6003 | Comanche..... | Tex. | May 20, 1881 | Eureka Springs. | Ark. | May 30, 1881 | *8 50 |
| G. 32547 | New York..... | N.Y. | May 26, 1881 | Detroit..... | Mich. | July 25, 1881 | *50 00 |
| G. 32548 | do..... | do | do | do..... | do | do | *50 00 |
| G. 32549 | do..... | do | do | do..... | do | do | *50 00 |
| G. 32550 | do..... | do | do | do..... | do | do | *50 00 |
| G. 32551 | do..... | do | do | do..... | do | do | *11 76 |
| 21 cases | | | | | | | 601 75 |

VI.—UNSETTLED.

b) Orders issued subsequent to June 30, 1881.

| Number of order. | Name of issuing office. | State. | Date of issue. | Name of paying office. | State. | Date of payment. | Amount of order. |
|-----------------------------|-------------------------|--------|----------------|--------------------------|--------|------------------|------------------|
| 10220 | Condersport..... | Pa. | Nov. 4, 1881 | Los Angeles..... | Cal. | Nov. 12, 1881 | \$50 00 |
| 10221 | do..... | do | do | do..... | do | do | 50 00 |
| 10222 | do..... | do | do | do..... | do | do | 50 00 |
| 61483 | Washington..... | D.C. | Dec. 13, 1881 | Vicksburg..... | Miss. | Jan. 5, 1882 | 50 00 |
| 61484 | do..... | do | do | do..... | do | do | 50 00 |
| 61485 | do..... | do | do | do..... | do | do | 50 00 |
| 61486 | do..... | do | do | do..... | do | do | 50 00 |
| 61487 | do..... | do | do | do..... | do | do | 50 00 |
| 61488 | do..... | do | do | do..... | do | do | 45 17 |
| 60195 | Buffalo..... | N.Y. | Aug. 29, 1881 | Ogdensburg..... | N.Y. | do..... 1881 | 15 00 |
| 73172 | Dallas..... | Tex. | Jan. 16, 1882 | Salisbury..... | N.C. | Jan. 21, 1882 | 10 00 |
| 528 | Rose Creek..... | Minn. | Aug. 27, 1881 | Ashland..... | Nebr. | Nov. 5, 1881 | 50 00 |
| 529 | do..... | do | do | do..... | do | do | 8 35 |
| 41727 | Wilkes Barre..... | Pa. | Apr. 18, 1882 | Georgetown station, Wahn | D.C. | Apr. 24, 1882 | 4 00* |
| 23161 | Weatherford..... | Tex. | Oct. 27, 1881 | Waco..... | Tex. | Nov. 3, 1881 | 15 00 |
| 25171 | Ravenna..... | Ohio | Mar. 30, 1882 | Elmira..... | N.Y. | Apr. 6, 1882 | 10 00 |
| 9392 | Elkton..... | Ky. | Nov. 15, 1881 | Springfield..... | Mo. | Nov. 26, 1881 | 6 00 |
| 27547 | Colorado Springs | Colo. | Feb. 25, 1882 | Gunnison..... | Colo. | Mar. 21, 1882 | 25 00 |
| 25315 | Eureka..... | Nev. | Feb. 17, 1882 | Butte City..... | Mont. | Feb. 23, 1882 | 32 00 |
| F. 330 | Trets..... | France | Aug. 8, 1881 | New York..... | N.Y. | Sept. 2, 1881 | 50 00 |
| F. 331 | do..... | do | do | do..... | do | do | 17 00 |
| R. 11320 | Brighton..... | Eng. | Jan. 5, 1882 | do..... | do | Jan. 27, 1882 | 1 21 |
| 1716 | South Abington. | Mass. | Oct. 29, 1881 | Kansas City..... | Mo. | Nov. 15, 1881 | 25 00 |
| 23 cases | | | | | | | 713 73 |
| Total "unsettled," 44 cases | | | | | | | 1,315 48 |

* These 12 cases, amounting to to \$352.77, alleged to have occurred prior to June 30, 1881, were brought to the attention of the department after that date.

**NEW MONEY-ORDER CONVENTION WITH
SWITZERLAND.**

OCTOBER 18—NOVEMBER 30, 1881.

399

CONVENTION

FOR THE

EXCHANGE OF POSTAL MONEY ORDERS BETWEEN THE UNITED STATES OF AMERICA AND SWITZERLAND.

Convention concluded between the Post-Office Department of the United States of America and the Postal Administration of Switzerland, of the 18th October and 30th November, 1881.

The undersigned have concluded the following convention for the exchange of postal orders between the United States of America and Switzerland, subject to the ratification of proper authority, and in lieu of the convention of the 12th October, 1867, and of the Article additional thereto of the 23rd February, 1872.

ARTICLE 1.

There is established between the United States of America and Switzerland a regular exchange of postal orders. This exchange is to be effected by the Exchange Offices which each of the two Administrations shall have designated for this purpose, and which Exchange Offices shall notify each other by means of lists of orders for payment.

ARTICLE 2.

The amount of the orders shall always be expressed in the money of the country where payment is to be made.

26 P M G

Convention conclue entre le Département des postes des États-Unis d'Amérique et l'Administration des postes suisses, le 18 Octobre et 30 Novembre 1881.

Les soussignés ont conclu la convention suivante pour l'échange des mandats-poste entre les États-Unis d'Amérique et la Suisse, convention qui sera soumise à la ratification de l'autorité supérieure compétente, et qui remplacera celle du 12 Octobre 1867, et l'article additionnel à cette dernière convention du 23 Février 1872.

ARTICLE 1.

Il est créé, entre les États-Unis d'Amérique et la Suisse, un échange régulier de mandats-poste. Cet échange s'effectue par l'entremise des bureaux d'échange que chacune des deux Administrations désigne à cet effet, et ces bureaux s'avisent réciproquement au moyen de listes, des mandats à payer.

ARTICLE 2.

Le montant des mandats est toujours exprimé dans la monnaie du pays où doit s'effectuer le paiement.

ARTICLE 3.

1. No order payable in the United States shall exceed the amount of fifty dollars, and no order payable in Switzerland shall exceed an amount in francs equivalent to that sum.

2. Fractions of a cent or of a centime, are not to be introduced into the amount of an order.

ARTICLE 4.

Payment of the amount of orders is to be effected in money of metallic value of the country of destination.

This payment can also be effected in either country in paper money which is a legal tender therein. In that event, account is always to be taken of the difference of value, if there be any.

ARTICLE 5.

1. Each of the two Administrations is at liberty to fix at any time the rate of conversion of the amounts, payment of which is to be made in the other country.

2. The two Administrations will communicate to each other the rate of exchange or of conversion fixed by them, as well as the changes which they may make therein.

ARTICLE 6.

1. Each of the two Administrations shall fix the fees charged upon orders issued in its own country and payable in the other.

2. They will communicate to each other the fees which they shall have established and the changes which they may subsequently make therein.

ARTICLE 7.

The Postal Administration by which the money orders are issued shall credit the Administration of

ARTICLE 3.

1. Aucun mandat payable aux Etats-Unis ne peut excéder le montant de cinquante dollars, et aucun mandat payable en Suisse ne peut dépasser le montant équivalent en francs à cette somme.

2. Les fractions de cent, ou de centime ne sont pas admises dans l'expression du montant d'un mandat.

ARTICLE 4.

Le paiement du montant des mandats s'effectue dans la monnaie métallique du pays de destination. Ce paiement peut aussi avoir lieu, dans chacun des deux pays, en papier monnaie ayant cours légal dans le pays respectif. Dans ce cas, on doit toujours tenir compte de la différence des cours, s'il y a lieu.

ARTICLE 5.

1. Chacune des deux Administrations a la faculté de fixer en tout temps le taux de versement des montants dont le paiement doit s'effectuer dans l'autre pays.

2. Les deux Administrations se communiquent réciproquement le taux de versement qu'elles ont fixé, aussi bien que les changements, qu'elles pourront y apporter.

ARTICLE 6.

1. Chacune des deux Administrations fixe les droits à prélever sur les mandats de poste émis dans son propre pays et payables dans l'autre pays.

2. Elles se communiquent réciproquement les droits qu'elles ont fixés et les changements qu'elles pourraient y introduire ultérieurement.

ARTICLE 7.

L'Administration des postes par laquelle les mandats ont été émis, crédite l'Administration du pays

the country of payment with the total amount of the orders which it has certified to the latter, in addition to three fourths of one per cent on the difference between the total amount of the orders certified and the amount of void and repaid orders.

ARTICLE 8.

1. The sums converted into postal orders are guaranteed to the remitters until they shall have been regularly paid to the payees or to the representatives of the latter, or shall have been refunded to the said remitters.

2. The sums received by each administration in exchange for postal orders, the amounts of which shall not have been claimed by the persons entitled to payment before the expiration of the periods fixed by the laws or the regulations of the country of origin, become the absolute property of the Administration which has issued the orders.

ARTICLE 9.

At the end of each quarter the Swiss Postal Administration shall prepare an account comprising all sums paid by the Offices of the two countries, and the credits to be given under each head in conformity with article 7 above mentioned, as well as a statement of the orders refunded by each Administration.

ARTICLE 10.

1. The Postal Administration of the United States shall examine this account, correct it, if necessary, and if it is found to be the debtor, shall transmit the balance due within fifteen days, at the latest, after its receipt to the Administration of the Swiss Posts.

If the account shows a balance to the credit of the Administration of the United States of America the

de paiement du montant total des mandats qu'elle a facturés à l'autre, plus le trois-quart pour cent sur la différence entre le montant total des mandats facturés et le montant des mandats nuls ou restitués.

ARTICLE 8.

1. Les montants convertis en mandats-poste sont garantis aux déposants jusqu'au moment où ils auront été régulièrement payés aux bénéficiaires, aux mandataires de ceux-ci, ou bien remboursés aux dits déposants.

2. Les sommes encaissées par chacune des deux administrations en échange des mandats-poste dont le montant n'a pas été réclamé par les ayants-droit, dans les délais fixés par les lois et règlements du pays d'origine, deviennent la propriété absolue de l'Administration qui en a émis les mandats.

ARTICLE 9.

A la fin de chaque trimestre, l'Administration des postes suisses dresse un compte comprenant toutes les sommes payées par les bureaux des deux pays, et les bonifications à effectuer de leur chef, conformément à l'article 7 sus-mentionné, de même que l'état des mandats remboursés par chaque Administration.

ARTICLE 10.

1. L'Administration des postes des États-Unis examine ce compte, le rectifie s'il y a lieu, et si elle se trouve être débitrice, transmet le solde dû, dans le délai de quinze jours au plus tard, après la réception du compte, à l'Administration des postes suisses.

Si le compte présente un solde en faveur de l'Administration des États-Unis de l'Amérique l'Admi-

Postal Administration of Switzerland shall transmit the amount thereof to the former within fifteen days at the latest after receipt of notice of acceptance or of correction of the account.

2. The balance must always be paid in the money of metallic value of the country to which it is found due, by means of a bill of exchange on Basle, or on New York as the case may be.

3. The expenses which may result from the payment of balances, must always be borne by the Administration by which payment is made.

ARTICLE 11.

1. To ascertain the amount to be paid, the smaller credit is to be converted into the money of the country which has the larger credit, and is to be deducted from the latter credit. This conversion is to be effected according to the average rate of exchange at New York, during the quarter to which the account pertains, if the balance is to the credit of Switzerland, and according to the average rate of exchange at Berne, during such quarter if the balance is to the credit of the Postal Administration of the United States.

2. The Administration which is to make payment shall transmit to the other Administration within five days at the latest, after the expiration of the quarter a certified statement of the rate of exchange for every business day of the quarter.

ARTICLE 12.

Whenever, during the course of a quarter, it is found that the amount of orders drawn upon either of the two Administrations exceeds by five thousand dollars, or twenty-five thousand francs the amount of orders drawn upon the other Administration, the latter shall send to the former, the proximate amount of the ascertained difference, in a round sum, as a payment on ac-

nistration des postes suisses en transmet le montant à la première dans le délai de quinze jours au plus tard, après réception de l'avis d'acceptation, soit de rectification du compte.

2. Le solde doit toujours être payé dans la monnaie métallique du pays au profit duquel il ressort, au moyen d'une lettre de change sur Bâle ou sur New York, suivant le cas.

3. Les frais qui peuvent résulter du paiement des soldes sont toujours supportés par l'Administration qui effectue le paiement.

ARTICLE 11.

1. Pour déterminer le montant à payer, le crédit le moins élevé est converti dans la monnaie du pays qui présente l'avoir le plus élevé, et est déduit de ce dernier. Cette conversion s'effectue d'après la moyenne du cours du change à New York, pendant le trimestre auquel appartient le compte, si le solde est au crédit de la Suisse, et d'après la moyenne du cours du change à Berne pendant le dit trimestre, s'il est au crédit de l'Administration des postes des Etats Unis.

2. L'Administration qui doit effectuer le paiement transmet à l'autre Administration, dans le délai de cinq jours au plus après l'expiration du trimestre, un état certifié du cours du change de chaque jour ouvrable du trimestre.

ARTICLE 12.

Lorsque, dans le courant d'un trimestre, il est constaté que le montant des mandats tirés sur l'une des deux Administrations excède de cinq mille dollars ou vingt-cinq mille francs le montant des mandats tirés sur l'autre Administration, cette dernière envoie à la première le montant approximatif de la différence constatée, en somme ronde, à titre de paiement à compte.

count, by means of bills of exchange under the conditions prescribed in Article 10.

ARTICLE 13.

1. The form and the conditions of issue of postal orders in each country are subject to the regulations in force in the country of origin.

2. The form as well as the conditions for payment of postal orders, including those relating to the suspension of payment, the renewing of orders, the issue of duplicates, and other matters concerning payment are subject to the regulations in force in the country of destination.

ARTICLE 14.

1. Each Administration is authorized to suspend temporarily the interchange of postal orders, whenever the course of exchange, or any other circumstance, may give rise to abuses, or cause detriment to the revenues.

2. Notice of action of this nature must be communicated immediately to the other Administration, and, if deemed necessary by means of the telegraph.

ARTICLE 15.

The Postal Administrations of the two countries shall have power, by mutual agreement, to arrange detailed regulations for the execution of the present Convention, and to modify them, at any time, according to the requirements of the service.

ARTICLE 16.

1. The present Convention shall take effect on the first day of January, 1882. It shall remain in force until the expiration of a period of one year after the date upon which one of the two contracting Admin-

au moyen d'une lettre de change et aux conditions prévues par l'article 10.

ARTICLE 13.

1. Le mode et les conditions de l'émission des mandats-poste dans chacun des deux pays, sont soumis aux dispositions en vigueur dans le pays expéditeur.

2. Le mode, aussi bien que les conditions de paiement des mandats-poste, y compris celles se rapportant à la suspension du paiement, le renouvellement des mandats, l'émission de duplicata, et les autres formalités ayant trait au paiement, sont soumis aux dispositions en vigueur dans le pays de destination.

ARTICLE 14.

1. Chacune des deux Administrations est autorisée à suspendre temporairement le service d'échange des mandats-poste, toutes les fois que le cours de change ou d'autres circonstances pourraient donner lieu à des abus ou porter préjudice aux recettes.

2. Avis de toute mesure de cette nature sera immédiatement donné à l'autre Administration, au besoin par voie télégraphique.

ARTICLE 15.

Les Administrations des postes des deux pays sont compétentes pour arrêter d'un commun accord les dispositions de détail nécessaires à l'exécution de la présente Convention, et de les modifier en tout temps, selon les exigences du service, moyennant entente réciproque.

ARTICLE 16.

1. La présente convention sera mise à exécution le premier Janvier 1882. Elle restera en vigueur jusqu'à l'expiration d'une année à compter du jour auquel l'une des deux Administrations aura notifié

istrations shall have notified the other of its intention to terminate it.

2. When the present Convention takes effect that of the 12th of October 1867, above mentioned, as well as the Article of the 23d of February 1872, supplementary thereto shall be abrogated.

Executed in duplicate and signed at Berne on the eighteenth day of October in the year of our Lord one thousand eight hundred and eighty-one, and at Washington, on the thirtieth day of November in the year of our Lord one thousand eight hundred and eighty one.

(Sig) FRANK HATTON.

Acting Postmaster General of the United States.

[Seal of the Post Office Department of the United States.]

Ratifié la présente convention, conformément à l'autorisation du Conseil fédéral, du 1. Novembre 1881.

Berne, le 4 Novembre 1881.

Le Conseiller fédéral, Chef du Département des Postes et Chemins de fer.

(Sig)

BAVIER.

I hereby approve the foregoing Convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

(Sig)

[Seal of the United States.]

CHESTER A. ARTHUR.

By the President.

(Sig.) JAMES G. BLAINE

Secretary of State.

WASHINGTON, December 2nd, 1881.

Regulations of Detail, Forms, and Order for the execution of the Convention for the exchange of Postal Money Orders between the United States and Switzerland, concluded October 18, and November 30, 1881.

Detailed regulations, for the execution of the Convention concluded between the Postal Administration of the United States of America, and that of Switzerland, concerning the exchange of postal orders of the 18th of October and 30th of November 1881.

Règlement de détail et d'ordre pour l'exécution de la convention conclue entre l'Administration des postes des États Unis d'Amérique et celle de la Suisse, concernant l'échange de mandats-poste, du 18 Octobre et 30 Novembre 1881.

In pursuance of the terms of Article 15 of the Convention of the

En exécution des dispositions de l'article 15 de la convention du 18

18th of October and 30th of November, 1881, concerning the exchange of postal orders, and in lieu of the Regulation of the 2nd and 26th July 1869 and of the provisions supplementary thereto of the 23rd of February 1872, the undersigned have agreed upon the following rules of action :

ARTICLE 1.

In conformity with Article 1 of the Convention, the money-order office at Basle is designated as the Exchange Office on the part of Switzerland, and the international money-order office at New York, as the Exchange Office on the part of the United States.

ARTICLE 2.

For the lists of means of which the Exchange Offices are, in accordance with Article 1 of the Convention, to notify each other of the orders to be paid, the money-order office at Basle shall make use of form "A" hereto annexed, and the international money-order office at New York, of the form "B" hereto annexed.

ARTICLE 3.

1. The lists are to be filled out in accordance with their printed headings with copying ink, which is also to be used in completing the letter of transmittal upon the first page thereof, and they are to be transmitted in duplicate by each outgoing mail, that is to say, by all mails fixed by schedule which are conveyed between the offices of Basle and of New York. Should it happen, at the time of dispatching any mail that there are no money-orders to be certified for payment, a list must nevertheless be sent in that mail. But in such event the dispatching Exchange Office will write across the list, the words: "No money-orders."

Octobre et 30 Novembre 1881, sur l'échange des mandats-poste, et le remplacement du règlement des et 26 Juillet 1869, et des dispositions supplémentaires du 23 Février 1872, les soussignés sont convenus des mesures d'exécution suivantes :

ARTICLE 1^{er}.

Conformément à l'article 1^{er} de la Convention, le bureau des mandats de Bâle est désigné comme bureau d'échange de la part de la Suisse, et le bureau international des mandats de New York, comme bureau d'échange pour les États-Unis.

ARTICLE 2.

Pour les listes au moyen desquelles les bureaux d'échange ont, à teneur de l'article 1^{er} de la Convention, à se communiquer réciproquement les mandats à payer, le bureau des mandats de Bâle se sert du formulaire "A," ci-annexé, et le bureau international des mandats de New York, du formulaire "B" également ci-annexé.

ARTICLE 3.

1. Les listes sont remplies conformément aux indications imprimées, au moyen d'encre à copier, dont on se servira également pour compléter la lettre de transmission qui se trouve à la première page, et elles sont transmises en duplicate par chaque dépêche partante, c'est-à-dire, par toutes les dépêches qui sont échangées entre les bureaux de Bâle et de New York, conformément au tableau y relatif. S'il arrive qu'au moment d'expédier une dépêche il n'y a pas de mandat poste à aviser pour paiement, la liste n'en est pas moins envoyée par cette dépêche. Dans ce cas, toutefois, l'office d'échange expéditeur écrit en travers de la liste, ces mots: "No money-orders." (Point de mandats-poste.)

2. The lists shall bear consecutive numbers, commencing with the calendar year and ending with it.

3. The orders inscribed in the lists shall also be consecutively numbered, the series of numbers to commence with each month on the part of Switzerland, and with each calendar year on the part of the United States.

4. The orders issued in the United States during the Quarter ending June 30th of each year, which may arrive at the Office of Exchange at New York in the following quarter, shall be entered on lists supplementary to the last list of the month of June, and, in like manner, the orders issued in Switzerland during the quarter ending June 30th of each year which may arrive at the Exchange Office of Basle in the following quarter shall be entered on lists supplementary to the last list of the month of June.

ARTICLE 4.

Each list is to be carefully examined by the receiving office, and, if the latter finds that it contains manifest errors it will correct them with red ink. That office will then fill up the columns intended for its use and return one of the copies of the list to the sending office. In the letter of transmittal of the next list which it has to send, the receiving office above mentioned will acknowledge the receipt of the list in question to the office which sent it. The corrections made are always to be mentioned with explanations at the end of the letter of transmittal.

ARTICLE 5.

When the list contains errors or irregularities which cannot be corrected without consultation with the Exchange Office of the country of origin, the Exchange office of the country of destination shall request

2. Les listes portent des numéros d'ordre consécutifs, commençant avec l'année ordinaire et finissant avec elle.

3. Les mandats inscrits sur les listes sont numérotés consécutivement, les séries de numéros commençant chaque mois de la part de la Suisse, et chaque année ordinaire de la part des États Unis.

4. Les mandats émis dans les États Unis pendant le trimestre expirant au 30 Juin de chaque année, et qui parviennent au bureau d'échange de New-York dans le courant du trimestre suivant, sont compris dans des listes supplémentaires de la dernière liste du mois de Juin. de même, les mandats consignés en Suisse pendant le trimestre expirant le 30 Juin de chaque année, qui parviennent au bureau d'échange de Bâle dans le courant du trimestre suivant, sont compris dans des listes supplémentaires à la dernière liste du mois de Juin.

ARTICLE 4.

Chaque liste est vérifiée soigneusement par l'office réceptuaire, et si ce dernier y constate des erreurs manifestes, il les corrige à l'encre rouge. Cet office remplit en suite les colonnes à lui réservées, et renvoie l'un des exemplaires de la liste au bureau expéditeur. Dans la lettre de transmission de la prochaine liste qu'il a à expédier le bureau réceptuaire sus-mentionné accuse réception de la liste en question au bureau qui l'a expédiée. Les corrections faites doivent toujours être mentionnées avec explications à la fin de la lettre de transmissioir.

ARTICLE 5.

Lorsqu'une liste contient des erreurs ou irrégularités qui ne peuvent être corrigées sans que le bureau d'échange du pays de destination ait consulté le bureau d'échange du pays d'origine, ce premier

explanations from the sending Exchange Office at the same time that it acknowledges the receipt of the list. The explanations requested are to be furnished as promptly as possible. Meantime the payment of orders in regard to which errors have been discovered is to be suspended.

ARTICLE 6.

If it appears from the number of the list received that the preceding list has failed to arrive, the receiving office shall apply for such list by the first mail. The sending office, as soon as it is informed of the matter shall send forthwith a duplicate of the missing list.

ARTICLE 7.

For the orders entered in the lists, the two Exchange Offices shall issue inland postal orders in accordance with the regulations in force in the premises in the country of destination, and with the provisions of Article 13 of the Convention.

ARTICLE 8.

1. For the quarterly account provided for by Article 9 of the Convention the Swiss Postal Administration shall make use of the form "C" hereto annexed.

2. This account is to be made out upon the basis of the lists accepted or corrected by the receiving Offices of Exchange. It is always to be prepared promptly, and transmitted to the Postal Administration of the United States as soon as all the lists from the international money-order office of New York bearing the date of the quarter to which it pertains shall have reached the money-order office of Basle, and all the duplicates of the lists of the same quarter dispatched by the latter office, shall have been returned to it from New York. If it be possible, this account is to be transmitted by the Swiss Postal Admin-

réclame les renseignements nécessaires du bureau d'échange expéditeur, en même temps qu'il accuse réception de la liste respective. Les renseignements demandés doivent être fournis aussi promptement que possible. En attendant, le paiement des mandats, au sujet desquels des erreurs ont été relevées est suspendu.

ARTICLE 6.

S'il résulte du numéro d'une liste reçue que la liste précédente n'est pas parvenue, le bureau réceptonnaire réclame cette liste par premier courrier. Le bureau expéditeur, dès qu'il a reçu avis du cas, envoie de suite un duplicata de la liste manquante.

ARTICLE 7.

Pour les mandats portés sur les listes, les deux bureaux d'échange établissent des mandats-poste internes, qui sont régis par les dispositions en vigueur dans le pays de destination, et par celles de l'article 13 de la convention.

ARTICLE 8.

1. Pour le compte trimestriel prévu par l'article 9 de la convention, l'Administration des postes suisses se sert du formulaire "C" ci-annexé.

2. Ce compte est établi, sur la base des listes acceptées soit rectifiées par les bureaux d'échange réceptonnaires, le plus promptement possible, et transmis à l'Administration des États-Unis aussitôt que toutes les listes du bureau international des mandats à New-York, portant la date du trimestre en cause, sont parvenues au bureau des mandats de Bâle, et que tous les duplicata des listes du même trimestre expédiés par ce dernier bureau lui ont été renvoyées de New York. Autant que possible, ce compte est expédié par l'Administration des postes suisses à celle des États-Unis, au plus tard

istration, to that of the United States at the latest within six weeks after the close of the quarter.

les six semaines qui suivent l'expiration du trimestre.

ARTICLE 9.

1. The Postal Administration of the country of origin shall be duly notified of all orders which shall not have been paid to the respective payees in the country of destination, within one year after the date of the receipt of the list, and, after an agreement shall have been reached in regard to these orders they shall be entered in the quarterly accounts, in order that the amounts thereof may be restored to the remitters in conformity with Article 9 of the Convention.

2. In like manner, there shall be embraced in this account, postal orders, application for repayment of which has been made to, and permission therefor received from the country of destination in conformity with Article 9 of the Convention.

ARTICLE 10.

1. The quarterly account is always to be transmitted in triplicate to the Postal Administration of the United States. If this account shows a balance in favor of the Swiss Postal Administration two copies shall be returned to the latter, bearing an acknowledgment of the acceptance of the balance. In case the balance is in favor of the Postal Administration of the United States, the latter will retain two copies, and send back but one.

2. When the balance, found to be due the Swiss Postal Administration shall have been paid, the latter will affix its acknowledgment of receipt to one of the two copies, which have been returned to it, and will send it back as a voucher to the Postal Administration of the United States of America.

3. In case the balance is in favor of the latter, it will on receipt of the amount of such balance, affix its acknowledgment of receipt to

ARTICLE 9.

1. L'Administration des postes du pays d'origine est dûment avisée de tous les mandats qui n'ont pas été payés à leur bénéficiaire, dans le pays de destination, dans le délai d'un an à partir du jour de la réception de la liste. Après que les deux Administrations se sont mises d'accord à leur égard, ces mandats sont compris dans les comptes trimestriels, afin que leur montant soit restitué à leur expéditeur, conformément à ce que prescrit l'article 9 de la convention.

2. De même, on comprend dans ce compte les mandats dont la restitution a été réclamée et autorisée par le pays de destination, conformément à ce que prescrit l'article 9 de la convention.

ARTICLE 10.

1. Le compte trimestriel doit toujours être transmis en triple expédition à l'Administration des postes des Etats Unis. Si ce compte présente un solde en faveur de l'Administration des postes suisses, il en est renvoyé à celle-ci deux expéditions munies de l'acceptation du résultat. Dans le cas où le solde est en faveur de l'Administration des postes des Etats Unis, celle-ci retient deux expéditions et n'en renvoie qu'une seule.

2. Lorsque le solde dû à l'Administration des postes suisses a été payé, celle-ci appose son accusé de réception sur l'une des deux expéditions qui lui a été renvoyée et la renvoie à titre de quittance à l'Administration des postes des Etats Unis d'Amérique.

3. Dans le cas où le solde est en faveur de cette dernière, elle joint, dès qu'elle a reçu le montant qui comporte ce solde, son accusé de réception à l'une des deux expédi-

one of the two copies of the account, which it has retained, and will transmit the same, as a voucher, to the Swiss Office.

ARTICLE 11.

Payments of balances and payments on account made in pursuance of Articles 10 and 12 of the Convention, are to be effected by means of bills of exchange, which, when the balance is in favor of the Swiss Postal Administration, are to be drawn on Basle, payable to the Director General of Posts at Berne. When the balance is to the credit of the Postal Administration of the United States, the bills of exchange are to be drawn upon New York, payable to the Postmaster General at Washington.

ARTICLE 12.

1. For the purpose of balancing the quarterly account the conversion of one money into the other shall be made in compliance with the terms of Article 11 of the Convention. To that end the debtor Administration shall forward to the creditor Administration a certified tabular statement of the rates of exchange at Berne or at New York, as the case may be, quoted each business day during the preceding quarter.

2. For the said "Tabular Statement" the Swiss Office will use form "D" hereunto annexed, entering thereon the quotations of Bid and Asked made at Berne for "sight" exchange on New York as published by the "Union of Bernese Banks." The Office of the United States of America will use form "E" hereunto annexed, stating thereon the lowest and highest quotations made at New York for "sight" exchange on Switzerland and published by the "New York Journal of Commerce."

3. The average rate for the quarter shall then be established and serve as basis for the conversion

tions du compte qu'elle a retenues, et la transmet, comme quittance, à l'Administration Suisse.

ARTICLE 11.

Les paiements de soldes et d'acomptes prévus par les articles 10 et 12 de la Convention, sont effectués au moyen de lettres de change qui, lorsque le solde est en faveur de l'Administration des postes suisses, sont tirés sur Bâle payables au Directeur Général des postes à Berne. Lorsque le solde est au crédit de l'Administration des postes des Etats Unis, les lettres de changes sont tirées sur New York, payable au Maître Général des postes à Washington.

ARTICLE 12.

1. Pour obtenir le solde du compte trimestriel, la conversion d'une monnaie dans l'autre se fait conformément aux dispositions de l'article 11 de la Convention. À cet effet l'administration débitrice transmet à l'administration créditrice un état tabulaire certifié des cours du change à Berne ou à New York, suivant le cas, cotés pendant tous les jours ouvrables du trimestre précédent.

2. Pour le dit "état tabulaire" l'office de Suisse se servira de la formule "D," ci jointe. en y inscrivant les cotes à vue, offre et demande, faites à Berne pour New York et publiées par "l'Union des banques bernoises." L'office des Etats Unis d'Amérique utilisera la formule "E" ci annexée, en y exposant les cotes à vue, offre et demande, faites à New York pour la Suisse, et publiées par "The New York Journal of Commerce."

On établira le cours moyen du trimestre qui servira de base pour la conversion de la somme moins

of the smaller sum into money of the other Administration by dividing the totals of the columns headed "Bid" and "Asked" and the totals of the columns headed "Lowest" and "Highest" by the number of quotations; the two averages thus obtained are then to be added and the half of this sum shall represent the average rate for the quarter.

ARTICLE 13.

The Swiss Postal Administration undertakes to serve as intermediary for the exchange of postal orders from the United States to be paid in any European Country with which that Administration maintains an exchange of Postal orders, and with which the postal Administration of the United States does not have such exchange, as well as for the exchange of orders from any such European country destined for payment in the United States.

ARTICLE 14.

Orders from the United States of America for the countries in question are to be entered by the international money-order office of New York upon the lists of Basle with an exact statement of names and localities, in the same manner as if they were destined for Switzerland, and the Exchange Office at Basle will issue for them international orders, in the same manner as if they had originated at Basle, but under the condition of a deduction from the amounts entered in the lists of the ordinary fee for such orders. A list of the fees charged in such cases shall be furnished to the Postal Administration of the United States.

ARTICLE 15.

As regards the orders in transit through Switzerland from other countries for the United States of America, these orders are to be entered upon the lists for New

élevée dans la monnaie de l'autre Administration, en divisant le total, tant des offres que des demandes par le nombre des annotations; en suite on additionnera les deux moyennes obtenues et on prendra la moitié du total, qui représentera ainsi le cours moyen du trimestre.

ARTICLE 13.

L'administration des postes suisses se charge de servir d'intermédiaire pour la transmission de fonds des États Unis dans les pays de l'Europe avec lesquels cette administration échange des mandats-poste, mais avec lesquels l'Administration des postes des États Unis n'entretient pas un échange de cette nature, de même que pour l'envoi de fonds de l'un de ces pays de l'Europe aux États Unis.

ARTICLE 14.

* Les mandats des Etats Unis d'Amérique pour les pays en question sont portés par le bureau international des mandats à New York sur les listes pour Bâle, avec l'indication exacte des noms et localités, de la même manière que si ces mandats étaient à destination de la Suisse, et le bureau d'échange de Bâle émet pour ces envois des mandats internationaux, de la même manière que s'ils étaient originaires de Bâle, mais à la condition de déduire du montant inscrit sur les listes, le droit ordinaire fixé pour ces mandats. Une liste indiquant les droits prélevés dans ce cas sera fournie à l'Administration des postes des Etats Unis.

ARTICLE 15.

En ce qui concerne les mandats en transit par la Suisse provenant d'autres pays et à destination des États Unis d'Amérique, ils sont portés sur les listes pour New York

York in the same manner as if they had been issued in Switzerland, and the Exchange Office of New York will treat them in the same manner as Swiss orders.

ARTICLE 16.

In addition to the claims mentioned in article 9 concerning the repayment of orders, the two Administrations agree to take charge of other claims in relation to orders exchanged between Switzerland and the United States: for example, in regard to changes of name, places of payment, requests for information concerning payments which have been made, etc., and to dispose of them in accordance with the regulations in force in each country respectively.

ARTICLE 17.

1. The present Detailed Regulations shall take effect at the same time as the Convention of the 18th of October and 30th of November 1881, and shall continue in force as long as the latter.

2. When these Regulations shall take effect, those of the 2nd and 25th July 1869, as well as the Articles supplementary thereto of the 23d February 1872, shall be abrogated.

Done in duplicate and signed at Berne the eighteenth day of October 1881, and at Washington the thirtieth day of November 1881.

(Sig) FRANK HATTON

*Acting Postmaster General
of the United States.*

[Seal of the Post Office Department of the United States]

de la même manière que s'ils avaient été consignés en Suisse, et le bureau d'échange de New York les traite de la même manière que les mandats suisses.

ARTICLE 16.

Abstraction faite des réclamations mentionnées à l'article 9 concernant le remboursement de mandats-poste, les deux Administrations conviennent de se charger des autres réclamations relatives aux mandats échangés entre la Suisse et les Etats Unis; par exemple, en ce qui regarde les changements de noms, les lieux de paiements, les demandes d'information sur des paiements effectués, etc., et de les traiter conformément aux règlements en vigueur dans chacun des deux pays.

ARTICLE 17.

1. Le présent règlement de détail entrera en vigueur en même temps que la convention du 18 Octobre et 30 Novembre 1881. Il aura la même durée que cette convention.

2. A partir du jour de l'entrée en vigueur du présent règlement, celui des 2 et 26 Juillet 1869, de même que les Articles supplémentaires du 23 Février 1872, seront abrogés.

Fait en double expédition et signé à Berne le 18 Octobre 1881, et à Washington le 30 Novembre 1881.

Le Directeur général des Postes suisses.

(Sig)

ED. HÖHN.

Ratifié le présent Règlement. Berne le 4. Novembre 1881.

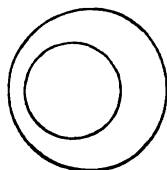
Le Conseiller fédéral, Chef du Département des Postes et chemins de fer.

(Sig)

BAVIER.

A.

Stamp of Basle Office.



List No.

POST OFFICE, BASEL, SWITZERLAND.

SIR: I have received your list of international money-orders, No., of the 188 .
on the 188 .

The examination which has taken place has proved the correctness of the totals, viz: *Amounts paid
in Francs centimes.

In return, I transmit to you herewith (in duplicate) a List of international money-orders. No.
the total amount of the List being Dollars, cents.

Be pleased to examine, complete, and return to me the original copy of this List with your acknowledgment of its receipt indorsed thereon.

I am, respectfully, your obedient servant,

The Chief of the Money Order Office.

To the POSTMASTER,

MONEY ORDER EXCHANGE OFFICE,

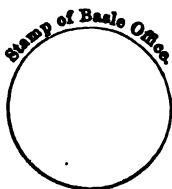
New York, N. Y.

*In case any differences are found, such differences to be stated below.

NEW MONEY-ORDER CONVENTION WITH SWITZERLAND. 415

List No.
Sheet No.

Date of arrival of the present list at New York.
..... 188



Blanks to be filled by the Dispatching Office of Basle.

Blanks to be filled by the receiving office of New York.

| No. of the international order. | No. of original money-order. | Date of original money-order. | Amount of the original money-order in Swiss money. | Office at which the original order was issued. | Residence of Remitter. | Remitter. | Payee. | Residence. | County. | State. | Value of order in U. S. Currency, payable by the Office of destination. | Numbers of the inland orders issued by the Exchange Office of New York. | Offices at which the final orders are to be paid. | Remarks. |
|---------------------------------|------------------------------|-------------------------------|----------------------------------------------------|------------------------------------------------|------------------------|-----------|--------|------------|---------|--------|-------------------------------------------------------------------------|-------------------------------------------------------------------------|---------------------------------------------------|----------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| | | | Fr. Cts. | | | | | | | | \$ c. | | | |

MONEY ORDER OFFICE.

New York, N. Y., 13th .

SIR: I have examined the within List No., dated 188 , amounting in the aggregate to dollars cents.

I have found said List correct, with the following exceptions:

— —

— — — —

.....

Postmaster.

Exchange Office of the Money Order Office.

To the MONEY-ORDER OFFICE,
at Basle, Switzerland

B

List No.

Stamp of
New York Office.

POST OFFICE, NEW YORK, N. Y.,

SIR: I have received your List of international money orders, No., of the....., 188 .
on the , 188 .

The examination which has taken place has proved the correctness of the totals, viz: *

Amounts paid in, dollars cents.

In return I transmit to you herewith (in duplicate) a List of international money orders, No.
The total amount of the List being francs centimes.

Be pleased to examine, complete, and return to me the original copy of this List, with your
acknowledgment of its receipt indorsed thereon.

I am, respectfully, your obedient servant,

.....
Postmaster, New York, N. Y.

To the MONEY-ORDER OFFICE
at *Basle, Switzerland.*

* In case any differences are found, such differences to be stated below.

27 P M G

MONEY-ORDER OFFICE, BASLE, SWITZERLAND,

....., 188.

SIR: I have examined the within List, No. dated 188 , amounting in the aggregate to francs centimes.

I have found said List correct, with the following exceptions:

.....

The Chief of the Money-Order Office.

To the POSTMASTER
MONEY-ORDER EXCHANGE OFFICE,
New York, N. Y.

[illegible]

BALANCE.

| To the Credit of the Swiss Office. | | | To the Credit of the United States Office. | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----|
| | Frs. | Ces. | | \$ | c. |
| Amount of orders issued in the United States, less amount of void and repaid Orders of United States Origin. | | | Amount of orders issued in Switzerland, less amount of void and repaid orders of Swiss Origin. | | |
| Amount of Commission due Switzerland at $\frac{2}{3}$ per cent. of the above amount. | | | Amount of Commission due the United States at $\frac{2}{3}$ per cent. of the above amount. | | |
| Total Swiss credit. | | | Total United States credit. | | |
| United States credit to be deducted | | | Swiss credit to be deducted | | |
| \$ c (to be converted at the average rate of exchange in New York during the quarter to which this account appertains; see Article 11 of the Convention of.....) | | | ces (to be converted at the average rate of exchange in Berne during the quarter to which this account appertains; see Article 11 of the Convention of.....) | | |
| Balance to the credit of the Swiss Office | | | Balance to the credit of the United States Office | | |
| Paid, on account by the Office of the United States. | | | Paid, on account by the Office of Switzerland. | | |
| Dated. | Frs. | Ces. | Dated. | \$ | c. |
| | | | | | |
| | | | | | |
| | | | | | |
| Balance remaining | | | Balance remaining | | |

The within account exhibits a total balance of....., which after deduction of the payments on account as therein stated leaves a balance remaining of due the Office.

Berne, 188...

Le Contrôleur en Chef,

The above statement of account is accepted with a balance of due the Office.

Washington, 188...

Auditor of the Treasury for the Post Office Department.

D.**Etat**

des cours de change à vue cotés à Berne sur New York, pendant le trimestre finissant le, 188.. conformément aux publications de l'Union des banques bernoises.

| | Mois. | Offre. | | Demande. | |
|----------------------------------------------------------------------|-------|----------------------|-----------------|----------------------|-----------------|
| | | Nombre des Cotes. | Sommes. | Nombre des Cotes. | Sommes. |
| | | | Centimes. huit. | | Centimes. huit. |
| Totaux..... | { | | | | |
| reportés..... | | | | | |
| du verso..... | | | | | |
| Totaux trimestriels..... | | | | | |
| Cour moyen d'un dollar..... | | | | | |
| Total des moyennes..... | | | | | |
| dont la moitié représente le cour moyen trimestriel d'un dollar..... | | | | | |
| Certifié exact. | | | | | |
| Berne, le 188.. | | | | | |

| Jour. | Offre. | | Demande. | | Offre. | | Demande. | | Offre. | | Demande. | |
|-------------------|----------------|--------|----------------|--------|----------------|--------|----------------|--------|----------------|--------|----------------|--------|
| | Cen- times. | huiti. | Cen- times. | huiti. | Cen- times. | huiti. | Cen- times. | huiti. | Cen- times. | huiti. | Cen- times. | huiti. |
| 1. | | | | | | | | | | | | |
| 2. | | | | | | | | | | | | |
| 3. | | | | | | | | | | | | |
| 4. | | | | | | | | | | | | |
| 5. | | | | | | | | | | | | |
| 6. | | | | | | | | | | | | |
| 7. | | | | | | | | | | | | |
| 8. | | | | | | | | | | | | |
| 9. | | | | | | | | | | | | |
| 10. | | | | | | | | | | | | |
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| Nombre des Cotes. | | | | | | | | | | | | |

E.

Statement of the rates of exchange on sight quoted at New York on Switzerland, during the Quarter ending, 188 , in conformity with the publications of the New York Journal of Commerce.

| | Month. | Lowest. | | Highest. | |
|----------------------------------------------------------------------------------|--------|-----------------------|----------------------|-----------------------|----------------------|
| | | Number of Quotations. | Amounts. | Number of Quotations. | Amounts. |
| | | | Centimes. Eighthths. | | Centimes. Eighthths. |
| Totals carried from the back..... | | | | | |
| Quarterly totals | | | | | |
| Average rate of one dollar..... | | | | | |
| Total of averages | | | | | |
| The half of which represents the average rate of one dollar for the quarter..... | | | | | |

Certified as correct.

New York,, 188 .

| Day. | | | | | | | | | | | | |
|-----------------------------------------------------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|
| | Lowest. | Highest. | Lowest. | Highest. | Lowest. | Highest. | Lowest. | Highest. | Lowest. | Highest. | Lowest. | Highest. |
| Value of one dollar in centimes and eighths of a centime. | | | | | | | | | | | | |
| | <i>Centimes.</i> | <i>Eighths.</i> | <i>Centimes.</i> | <i>Eighths.</i> | <i>Centimes.</i> | <i>Eighths.</i> | <i>Centimes.</i> | <i>Eighths.</i> | <i>Centimes.</i> | <i>Eighths.</i> | <i>Centimes.</i> | <i>Eighths.</i> |
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| 30 | | | | | | | | | | | | |
| 31 | | | | | | | | | | | | |
| Number of quotations. | | | | | | | | | | | | |
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**NEW MONEY-ORDER CONVENTION WITH
JAMAICA.**

OCTOBER 11-26, 1881.

CONVENTION

BETWEEN

THE POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE GENERAL POST-OFFICE OF THE ISLAND OF JAMAICA, CONCERNING AN EXCHANGE OF MONEY-ORDERS.

The Post-Office Department of the United States of America and the General Post-Office of the Island of Jamaica being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following articles :

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at Ten pounds (£10) sterling when issued in Jamaica; and when issued in the United States at Fifty dollars (\$50) in the money of the latter country.

No money-order shall include a fractional part of a penny, or of a cent.

The amount of each order must be expressed in letters in the money of the country in which payment is to be made, and the equivalent in the money of the issuing country must also be shown in figures, at the rate of conversion fixed by Article 13 of the present convention.

ARTICLE 2.

The Jamaica Post-Office shall have power to fix the rates of commission on all money-orders issued in Jamaica, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each office shall communicate from time to time to the other its tariff of charges, or rates of commission, which shall be established under this convention, and these rates shall, in all cases, be payable in advance by the remitters and shall not be repayable.

It is understood, moreover, that each office is authorized to suspend, temporarily, the exchange of money-orders, in case the course of exchange, or any other circumstance should give rise to abuses or cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the Postal money-order system between the two countries, shall be performed exclusively by the agency of Offices of Ex-

change. On the part of the United States the Office of Exchange shall be New York, and on the part of Jamaica, Kingston.

Orders shall be drawn only on the authorized money-order offices of the respective countries, and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to or change in such list.

Every order and advice must contain the name of the Office and of the country of destination, and, if relating to an order payable in the United States, the name of the State in which such office is situated.

ARTICLE 5.

No money-order shall be issued, unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address, or the name of the firm, or company, who are the remitters or payees, together with the addresses of each.

The money-orders issued in either country shall be forwarded by the remitters to the payees at their own expense.

ARTICLE 6.

The advices of all money-orders issued upon Jamaica by the Post Offices in the United States shall be sent to the Office of Exchange at New York, where they shall be examined, and, if found correct, impressed with the dated stamp of that office, and transmitted, by the next mail, to the exchange office at Kingston, accompanied by a List, in duplicate, drawn upon the model of Form "A."

The advices, on their arrival at Kingston, shall be compared with the entries in the list, and afterwards, despatched to the paying offices.

In like manner the advices of money orders, drawn on the United States by Postmasters in Jamaica, shall be sent to the Exchange Office at Kingston, shall there be examined, and, if found correct, impressed with the dated stamp of that Office; and be despatched accompanied by a list, in duplicate, (Form "B") to the Office of Exchange at New York by the next mail.

The advices, on their receipt at New York, shall be compared with the entries in the list, and afterwards despatched to the paying offices.

The advices of orders issued in the United States in the month of September, which may arrive at the Office of Exchange at New York in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of September, and, in like manner, the advices of orders issued in Jamaica in the month of June, which may arrive at the Exchange Office at Kingston in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other, on the lists in amounts designated in the denominations of the money both of the despatching and receiving country, at the rate of conversion established by Article 13 of this Convention. The amounts so converted shall be checked at the receiving office of Exchange.

ARTICLE 7.

The lists despatched from each office of Exchange shall be numbered consecutively, commencing with No. 1 at the beginning of the month of July in each year; and the entries in these lists shall also have consecutive numbers.

Of each list despatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange shall be returned to the despatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other, the correction of any simple error, which it may discover in the verification of the lists.

When the lists shall show irregularities, which the receiving Exchange Office shall not be able to rectify, that office shall apply for an explanation to the despatching Exchange Office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course the despatching Exchange Office, on receiving information to that effect, shall transmit, without delay, a duplicate of the list, duly certified as such.

ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the Country on which the original orders were drawn, and in conformity with the regulations established, or to be established in that Country.

ARTICLE 9.

The orders issued by each Country on the other, shall be subject, as regards payment, to the regulations which govern the payment of Money-Orders in the country on which they were drawn.

The paid orders shall remain in the possession of the Country of payment.

ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the Country of issue from the Country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to remitters is to be made.

ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void and the sums received shall accrue to, and be at the disposal of the country of origin.

The Jamaica Office shall, therefore, enter to the credit of the United States, in the quarterly account all money-orders entered in the lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand, the Post Office Department of the United States shall, at the close of each month transmit to the Jamaica Office, for entry in the quarterly account, a detailed statement of all orders, included in the lists despatched from the latter office, which, under this Article become void.

ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post Office of Jamaica, showing in detail the totals of the lists containing the particulars of orders issued in either Country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post Office

Department of the United States at Washington, and the balance, after proper verification shall, if due by the Post Office Department of the United States, be paid at Kingston, but, if due by the Jamaica Post Office, it shall be paid at New York, and in the money of the country to which the payment is made.

Payments may also be made in Money, or by Drafts or by Bills of Exchange on points other than Kingston and New York, by mutual agreement between the two Departments.

If, pending the settlement of an account one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding Five thousand dollars (\$5,000) the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other; but nothing herein contained shall prevent such administration from remitting a lesser amount than Five thousand dollars (\$5,000) at discretion.

This account, and the letters which accompany such intermediate remittances, shall be in accordance with the forms "C," "D," "E," "F" and "G" annexed to this Convention.

ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration it is agreed that in all matters of account, relative to money-orders, which shall result from the execution of the present convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents of the money of the United States.

ARTICLE 14.

The Postal Administration in each Country shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for greater security against fraud, or for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post Office Department of the other country.

ARTICLE 15.

This present convention shall take effect on the first day of January, one thousand eight hundred and eighty-two, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the twenty-sixth day of October in the year of our Lord 1881, and in Kingston on the eleventh day of October in the year of our Lord 1881.

(Sig.)

THOMAS L. JAMES,

[Seal of the Post Office Department of the United States.]

Postmaster-General of the United States.

(Sig.)

A. MUSGRAVE.

Governor of Jamaica.

[Seal of Jamaica.]

I hereby approve the foregoing Convention and in testimony thereof I have caused the seal of the United States to be hereto affixed.

[Seal of the United States.]

(Sig.)

CHESTER A. ARTHUR.

By the President:

(Sig.)

JAMES G. BLAINE,

Secretary of State.

OCTOBER 27th, 1881.

A.

List No.....

Stamp of New York Office

SIR: I have the honor to transmit to you herewith, in duplicate, a List containing a detailed statement of the sums received in the United States since my last dispatch, (List No.....,) for orders payable in Jamaica, amounting in the aggregate to \$....., = £..... s..... d.

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant.

.....
Postmaster, New York.

To the POSTMASTER FOR JAMAICA,
Kingston.

A.

GENERAL POST OFFICE, JAMAICA,
Kingston,.....188.

Sir: I have examined this List of Money Orders, from No..... to No....., inclusive, for sums received in the United States for payment in Jamaica, amounting in the aggregate to \$....., and which is to be paid to the net amount of £....., ...s.d.

The said List was found to be correct, with the following exceptions :

I am, sir, your obedient servant,

Postmaster for Jamaica.

To the POSTMASTER,
Money-Order Exchange Office, New York.

Table showing the particulars of such orders as have been repaid to the remitters in the country of issue.

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F.

BALANCE.

| To credit of Jamaica Office. | | | To credit of United States Office. | | |
|-----------------------------------------------------------------------|----|----|------------------------------------|-----------------------------------------------------------------------|-------|
| | £. | s. | d. | | \$ c. |
| Amount of international orders issued in the United States | | | | Amount of international orders issued in Jamaica | |
| $\frac{3}{4}$ of one per cent. on amount of such issues | | | | $\frac{3}{4}$ of one per cent. on amount of such issues | |
| | | | | | |
| | £. | s. | d. | | \$ c. |
| Deduct amount of void orders of U. S. issue as per table | | | | Deduct amount of void orders of Jamaica issue, as per table | |
| Deduct amount of international orders repaid in U. S., as per table | | | | Deduct amount of international orders repaid in Jamaica, as per table | |
| Total deduction | | | | Total deduction | |
| United States credit converted at \$4.87 to the pound, to be deducted | | | | Jamaica credit converted at \$4.87 to the pound, to be deducted | |
| Balance to credit of Jamaica Office | | | | Balance to credit of U. S. Office | |
| | £. | s. | d. | | \$ c. |
| Paid on account by the Office of the United States. Dates: | | | | Paid on account by the Office of Jamaica. Dates: | |
| Balance remaining | | | | Balance remaining | |

The within account exhibits a total balance of, which after deduction of the payments on account, as therein stated, leaves a balance remaining of due to the Office.

.....
Postmaster for Jamaica.

The above statement of account is accepted with a balance of due to the Office.

Washington,, 188... *Auditor of the Treasury for the Post Office Department.*

The payment on account of, having been receipted by special vouchers, the receipt of the balance remaining of is hereby acknowledged.

....., 188...

No. —.

F.GENERAL POST OFFICE, JAMAICA,
Kingston, 188 .

SIR: The lists of International Money-Orders which the Kingston Exchange Office has transmitted to the New York Exchange Office, from to 188 , amount to the sum of \$

The Lists transmitted by the New York Office to the Kingston Office during the same period amount to £ equivalent to \$

Difference \$

On account of which the Jamaica Office has already paid the following sums, viz:

| | |
|-------------|----------------|
| 188 , | \$ |
| 188 , | \$ |
| 188 , | \$ |
| 188 , | \$ |
| 188 , | \$ |
| | <hr/> \$ |

Difference remaining \$

Particulars: In accordance with the terms of Article 12 of the Convention of 188 , the sum of \$ is herewith transmitted, as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

.....
Postmaster for Jamaica.

To the Postmaster General of the United States, Washington.

No. ———.

G.

POST OFFICE DEPARTMENT,

Washington, D. C., 188 .

SIR: The Lists of International Money-Orders, which the Exchange Office of New York has transmitted to the Exchange Office at Kingston from to 188 , amount to the sum of £

The Lists transmitted by the Exchange Office at Kingston to the New York Office during the same period amount to \$....., equal to £

Difference £

On account of which the United States Office has already paid the following sums :

..... 188 , £

..... 188 , £

..... 188 , £

..... 188 , £

Difference remaining £

Particulars: In accordance with the terms of Article 12 of the Convention of 188 , the sum of £ is herewith transmitted, as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

Superintendent Money Order System.

To the Postmaster for Jamaica, Kingston

**MONEY-ORDER CONVENTION WITH NEW SOUTH
WALES, AUSTRALIA.**

OCTOBER 29, DECEMBER 6, 1881.

CONVENTION

BETWEEN

THE POST OFFICE DEPARTMENT OF THE UNITED STATES
OF AMERICA AND THE GENERAL POST OFFICE OF THE
COLONY OF NEW SOUTH WALES, AUSTRALIA, CONCERN-
ING THE EXCHANGE OF MONEY ORDERS.

The Post Office Department of the United States of America and the General Post Office of the Colony of New South Wales, Australia, being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Articles:

ARTICLE 1.

There shall be a regular exchange of money orders between the two countries.

The maximum of each order is fixed at £10 sterling, when issued in New South Wales, and when issued in the United States, at the equivalent, in sterling money, of \$50 in the money of the latter country, converted at the rate fixed by Article 13 of the present Convention.

No money order shall include a fractional part of a penny, or, of a cent.

The amount of each order, whether issued in the United States or in New South Wales, must be expressed in letters in British money, and the equivalent in the money of the United States must also be shown in figures.

ARTICLE 2.

The New South Wales Post Office shall have power to fix the rates of commission on all money orders issued in New South Wales, and the Post Office Department of the United States shall have the same power in regard to all money orders issued in the United States.

Each Office shall communicate to the other its tariff of charges, or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each Office is authorized to suspend, temporarily, the exchange of money orders, in case the course of exchange, or any other circumstance should give rise to abuses, or, cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money orders within its jurisdiction, but shall pay to the other country three fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the Postal money order system between the two countries, shall be performed exclusively by the agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be San Francisco, California, and on the part of New South Wales, Sydney.

Orders shall be drawn only on the authorized money order offices of the respective countries; and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to, or change in such list. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid and his own name and address; or the name of the firm, or company who are the remitters or payees, together with the addresses of each.

The money-orders issued in either country, shall be forwarded by the remitters to the payees at their own expense.

ARTICLE 6.

The advices of all money-orders issued upon New South Wales by the post offices in the United States shall be sent to the Office of Exchange at San Francisco, where they shall be impressed with a dated stamp (Form "A") showing the amount to be paid in Sterling money, and transmitted, by the next direct mail, to the Exchange Office at Sydney, accompanied by a List, in duplicate, drawn upon the model of Form "B."

The advices, on their arrival in Sydney, shall be compared with the entries in the List, and, afterwards dispatched to the paying offices.

In like manner the advices of money-orders, drawn on the United States by postmasters in New South Wales, shall be sent to the Exchange Office at Sydney, shall there be impressed with a dated stamp (Form "A") showing the amount to be paid in United States money, and be dispatched accompanied by a List, in duplicate, (Form "C") to the Office of Exchange at San Francisco by the next direct mail.

The advices, on their receipt at San Francisco, shall be compared with the entries in the List, and afterwards dispatched to the paying offices.

The advices of orders issued in the United States in the month of June, which may arrive at the Office of Exchange at San Francisco in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June, and in like manner, the advices of orders issued in New South Wales in the month of June, which may arrive at the Exchange Office at Sydney in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other in amounts designated in the denominations of the money both of the dispatching and receiving country, at the rate of conversion established by Article 13 of this Convention. The amounts, so converted, shall be checked at the receiving office of Exchange.

Each Administration hereby undertakes and agrees to suspend the issue of money-orders a sufficient length of time before the sailing of each steamer which carries the Exchange Lists and advices, at those post offices in its own territory where such suspension may be necessary, in order to prevent the issue of orders which could be dispatched by the outgoing mail while the corresponding advices could not be certified by the Exchange Office in time to be conveyed by that mail.

The Exchange Lists and the accompanying advices shall invariably be sent by such steamers as carry the mails directly from San Francisco to Sydney, or from Sydney to San Francisco, as the case may be, and not via London in any event.

ARTICLE 7.

The Lists, dispatched from each Office of Exchange, shall be numbered consecutively, commencing with No. 1 at the beginning of the month of July in each year; and the entries in these Lists shall also have consecutive numbers.

Of each List dispatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange, shall be returned to the dispatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other the correction of any simple error, which it may discover in the verification of the Lists.

When the Lists shall show irregularities, which the receiving Exchange Office shall not be able to rectify, that Office shall apply for an explanation to the dispatching Exchange Office, and such explanation shall be afforded without delay.

Should any List fail to be received in due course, the dispatching Exchange Office, on receiving information to that effect, shall transmit, without delay, a duplicate of the List, duly certified as such.

ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country, on which the original orders were drawn, and in conformity with the regulations established, or, to be established, in that country.

ARTICLE 9.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country, on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue, shall become void, and the sums received shall accrue to, and be at the disposal of the country of origin.

The New South Wales Office shall, therefore, enter to the credit of the United States, in the quarterly account, all money-orders entered in the Lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post Office Department of the United States shall, at the close of each month, transmit to the New South Wales Office, for entry in the quarterly account, a detailed statement of all orders, included in the Lists dispatched from the latter Office, which under this Article become void.

ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post Office of New South Wales, showing in detail the totals of the Lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post Office Department of the United States at Washington, and the balance, after proper verification, shall, if due by the General Post Office of New South Wales, be paid to the General Post Office, at London, to the credit of the Post Office Department of the United States on account of the exchange of money orders between the United States and the United Kingdom of Great Britain and Ireland; if due by the Post Office Department of the United States, the balance shall likewise be paid to the General Post Office at London, to the credit of the General Post Office of New South Wales.

If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding five hundred pounds (£500) sterling, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

This account shall be in accordance with the forms "D," "E," "F," and "G," annexed to this Convention.

ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account, relative to money-orders, which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents, of the money of the United States.

ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules, (if not repugnant to the foregoing,) for the greater security against fraud, or, for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post Office of the other country.

ARTICLE 15.

This present Convention shall take effect on the first day of January, 1882, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the sixth day of December, in the year of our Lord, 1881, and in Sydney on the twenty-ninth day of October, in the year of our Lord, 1881.

THOMAS L. JAMES,

[Seal of the Post Office Department
of the United States.]

Postmaster General of the United States.

F. B. SUTTER

Postmaster General of New South Wales.

[Seal of General Post Office of
New South Wales.]

I hereby approve the foregoing convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

[Seal of the United States]

CHESTER A. ARTHUR.

By the President

JAMES G. BLAINE,

Secretary of State.

WASHINGTON, *December 8th*, 1881

A.**Value of United States Order in English money**

| <i>£.</i> | <i>s.</i> | <i>d.</i> |
|-----------|-----------|-----------|
| 5 | 3 | 2 |

San Francisco, January 1, 1882.

Value of New South Wales Order in United States money

| | |
|------|-------|
| \$14 | c. 25 |
|------|-------|

Sydney, January 1, 1882

B.

List No.....

Stamp of
San Francisco
Office.

SIR: I have the honor to transmit to you herewith in duplicate, a List containing a detailed statement of the sums received in the United States since my last dispatch (List No.....), for orders payable in New South Wales, amounting in the aggregate to £.....

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgment of its receipt indorsed thereon.

I am, Sir, your obedient servant,

Postmaster, San Francisco.

To the POSTMASTER,
Money-Order Exchange Office,
Sydney.

B.

MONEY-ORDER OFFICE.

Sydney, , 188 .

SIR: I have examined this List of Money-Orders from No. to No. , inclusive, for sums received in the United States for payment in New South Wales, amounting in the aggregate to \$, and which is to be paid to the net amount of £ s. d.

The said List was found to be correct, with the following exceptions:

I am, Sir, your obedient servant,

To the POSTMASTER,
MONEY-ORDER EXCHANGE OFFICE,
San Francisco, Cal.

E.

Table showing the particulars of such orders as have been repaid to the remitters in the country of issue.

[illegible]

G.

BALANCE.[illegible]

2. The above account exhibits a balance of £.....remaining due to the.....Office.
Sydney,
.....188.....

Signature of proper Accounting Officer of the New South Wales Office.

The above statement of account is accepted, with a balance of £.....due to the.....
.....Office.

Washington, 188...

Auditor of the Treasury for the Post Office Department.

**MONEY-ORDER CONVENTION WITH VICTORIA,
AUSTRALIA.**

OCTOBER 5, DECEMBER 9, 1881.

CONVENTION

BETWEEN

THE POST OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE GENERAL POST OFFICE OF THE COLONY OF VICTORIA, AUSTRALIA, CONCERNING THE EXCHANGE OF MONEY-ORDERS.

The Post Office Department of the United States of America and the General Post Office of the Colony of Victoria, Australia, being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Articles:

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at £10 sterling, when issued in Victoria, and, when issued in the United States, at the equivalent, in sterling money, of \$50 in the money of the latter country, converted at the rate fixed by Article 13 of the present Convention.

No money-order shall include a fractional part of a penny, or, of a cent.

The amount of each order, whether issued in the United States or in Victoria, must be expressed in letters in British money, and the equivalent in the money of the United States must also be shown in figures.

ARTICLE 2.

The Victoria Post Office shall have power to fix the rates of commission on all money-orders issued in Victoria, and the Post Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each Office shall communicate to the other its tariff of charges, or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each Office is authorized to suspend, temporarily, the exchange of money-orders in case the course of exchange, or any other circumstance should give rise to abuses, or cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the Postal money-order system between the two countries, shall be performed exclusively by the agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be San Francisco, California, and on the part of Victoria, Melbourne.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to, or change in such list. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address; or, the name of the firm, or company who are the remitters or payees, together with the addresses of each.

The money-orders, issued in either country, shall be forwarded by the remitters to the payees, at their own expense.

ARTICLE 6.

The advices of all money-orders issued upon Victoria by the post offices in the United States shall be sent to the Office of Exchange at San Francisco, where they shall be impressed with a dated stamp (Form "A") showing the amount to be paid in Sterling money, and transmitted, by the next direct mail, to the Exchange Office at Melbourne, accompanied by a List, in duplicate, drawn upon the model of Form "B."

The advices, on their arrival in Melbourne, shall be compared with the entries in the List, and, afterwards dispatched to the paying offices.

In like manner the advices of money-orders, drawn on the United States by postmasters in Victoria, shall be sent to the Exchange Office at Melbourne, shall there be impressed with a dated stamp (Form "A") showing the amount to be paid in United States money, and be dispatched accompanied by a List, in duplicate (Form "C") to the Office of Exchange at San Francisco by the next direct mail.

The advices, on their receipt at San Francisco, shall be compared with the entries in the List, and afterwards dispatched to the paying offices.

The advices of orders issued in the United States in the month of June, which may arrive at the Office of Exchange at San Francisco in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June, and in like manner, the advices of orders issued in Victoria in the month of June, which may arrive at the Exchange Office at Melbourne in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June.

The Exchange Office shall certify its orders to the other in amounts designated in the denominations of the money both of the dispatching and receiving country, at the rate of conversion established by Article 13 of this Convention. The amounts, so converted, shall be checked at the receiving Office of Exchange.

Each Administration hereby undertakes and agrees to suspend the issue of money-orders a sufficient length of time before the sailing of each steamer which carries the Exchange Lists and advices, at those

post offices in its own territory where such suspension may be necessary, in order to prevent the issue of orders which could be dispatched by the outgoing mail while the corresponding advices could not be certified by the Exchange Office in time to be conveyed by that mail.

The Exchange Lists and the accompanying advices shall invariably be sent by such steamers as carry the mails directly from San Francisco to Sydney, or from Sydney to San Francisco, as the case may be, and not via London in any event.

ARTICLE 7.

The Lists, dispatched from each Office of Exchange, shall be numbered consecutively, commencing with No. 1 at the beginning of the month of July in each year; and the entries in these Lists shall also have consecutive numbers.

Of each List dispatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange, shall be returned to the dispatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other the correction of any simple error, which it may discover in the verification of the Lists.

When the Lists shall show irregularities, which the receiving Exchange Office shall not be able to rectify, that Office shall apply for an explanation to the dispatching Exchange Office, and such explanation shall be afforded without delay.

Should any List fail to be received in due course, the dispatching Exchange Office, on receiving information to that effect, shall transmit, without delay, a duplicate of the List, duly certified as such.

ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country, on which the original orders were drawn, and in conformity with the regulations established, or, to be established in that country.

ARTICLE 9.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country, on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue, shall become void, and the sums received shall accrue to, and be at the disposal of the country of origin.

The Victoria Office shall, therefore, enter to the credit of the United States, in the quarterly account, all money-orders entered in the Lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post Office Department of the United States shall, at the close of each month, transmit to the Victoria Office, for entry in the quarterly account, a detailed statement of all orders, included in the Lists dispatched from the latter Office, which under this Article become void.

ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post Office of Victoria, showing in detail the totals of the Lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post Office Department of the United States, at Washington, and the balance, after proper verification, shall, if due by the General Post Office of Victoria, be paid to the General Post Office at London, to the credit of the Post Office Department of the United States on account of the exchange of money orders between the United States and the United Kingdom of Great Britain and Ireland; if due by the Post Office Department of the United States the balance shall likewise be paid to the General Post Office at London, to the credit of the General Post Office of Victoria.

If pending the settlement of an account, one of the two postal Administrations shall ascertain that it owes the other a balance exceeding five hundred pounds (£500) sterling, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

This account shall be in accordance with the forms "D," "E," "F," and "G," annexed to this Convention.

ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account, relative to money-orders, which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars eighty-seven cents of the money of the United States.

ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules, (if not repugnant to the foregoing,) for the greater security against fraud, or, for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post Office of the other country.

ARTICLE 15.

This present Convention shall take effect on the first day of January, 1882, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the ninth day of December, in the year of our Lord 1881, and in Melbourne on the fifth day of October, in the year of our Lord 1881.

THOMAS L. JAMES,

Postmaster General of the United States.

{ SEAL OF THE POST-OFFICE DEPARTMENT }
OF THE UNITED STATES. }

HENRY BOLTON,

Postmaster General of Victoria.

[SEAL OF THE GENERAL POST OFFICE OF VICTORIA.]

I hereby approve the foregoing convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

CHESTER A. ARTHUR.

[SEAL OF THE UNITED STATES.]

By the President:

JAMES G. BLAINE

Secretary of State.

WASHINGTON, *December 9th*, 1881.

A.

Value of United States Order in English money.

| £ | s. | d. |
|---|----|----|
| 5 | 3 | 2 |

San Francisco, January 1, 1882.

Value of Victoria Order in United States money.

| | |
|------|-------|
| \$14 | c. 25 |
|------|-------|

Melbourne, January 1, 1882.

List No.....

B.

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| Stamp of San Francisco Office. |
|--------------------------------------|

SIR: I have the honor to transmit to you herewith, in duplicate, a List containing a detailed statement of the sums received in the United States since my last dispatch (List No.....), for orders payable in Victoria, amounting in the aggregate to £.....

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant,

.....
Postmaster, San Francisco.

To the POSTMASTER,
MONEY-ORDER EXCHANGE OFFICE,
Melbourne.

B.

MONEY-ORDER OFFICE,

Melbourne,, 188 .

SIR: I have examined this List of Money-Orders from No. to No., inclusive, for sum received in the United States for payment in Victoria, amounting in the aggregate to \$....., and which is to be paid to the net amount of £..... s d.....

The said List was found to be correct, with the following exceptions:

I am, sir, your obedient servant,

To the POSTMASTER,

MONEY-ORDER EXCHANGE OFFICE.

San Francisco, Cal.

D.

Account of the exchange of Money-Orders between the Colony of Victoria and the United States, during the quarter ended , 188...

[illegible]

"G."

BALANCE.

| To credit of Victoria Office. | | | | To credit of United States Office. | | | |
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**MONEY-ORDER CONVENTION WITH
NEW ZEALAND.**

OCTOBER 8, DECEMBER 6, 1881.

CONVENTION

BETWEEN

THE POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE POST-OFFICE DEPARTMENT OF THE COLONY OF NEW ZEALAND, CONCERNING THE EXCHANGE OF MONEY-ORDERS.

The Post-Office Department of the United States of America and the Post-Office Department of the Colony of New Zealand, being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following articles :

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at £10 sterling, when issued in New Zealand, and, when issued in the United States, at the equivalent, in sterling money, of \$50 in the money of the latter country, converted at the rate fixed by article 13 of the present Convention.

No money-order shall include a fractional part of a penny, or, of a cent.

The amount of each order, whether issued in the United States or in New Zealand, must be expressed in letters in British money, and the equivalent in the money of the United States must also be shown in figures.

ARTICLE 2.

The New Zealand Post-Office Department shall have power to fix the rates of commission on all money-orders issued in New Zealand, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each office shall communicate to the other its tariff of charges, or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each office is authorized to suspend, temporarily, the exchange of money-orders, in case the course of exchange, or any other circumstance should give rise to abuses, or, cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the postal money-order system between the two countries, shall be performed exclusively by the agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be San Francisco, California, and on the part of New Zealand, Auckland.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to, or change in such List. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address; or the name of the firm or company who are the remitters or payees, together with the addresses of each.

The money-orders, issued in either country, shall be forwarded by the remitters to the payees, at their own expense.

ARTICLE 6.

The advices of all money-orders issued upon New Zealand by the post-offices in the United States shall be sent to the Office of Exchange at San Francisco, where they shall be impressed with a dated stamp (Form "A") showing the amount to be paid in sterling money, and transmitted, by the next direct mail, to the Exchange Office at Auckland, accompanied by a List, in duplicate, drawn upon the model of Form "B."

The advices, on their arrival in Auckland, shall be compared with the entries in the List, and, afterwards dispatched to the paying offices.

In like manner the advices of money-orders, drawn on the United States by postmasters in New Zealand, shall be sent to the Exchange Office at Auckland, shall there be impressed with a dated stamp (Form "A") showing the amount to be paid in United States money, and be dispatched accompanied by a List, in duplicate, (Form "C") to the Office of Exchange at San Francisco by the next direct mail.

The advices, on their receipt at San Francisco, shall be compared with the entries in the List, and afterwards dispatched to the paying offices.

The advices of orders issued in the United States in the month of June, which may arrive at the Office of Exchange at San Francisco in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June, and in like manner, the advices of orders issued in New Zealand in the month of June, which may arrive at the Exchange Office at Auckland in the earlier days of the following month shall be entered on Lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other in amounts designated in the denominations of the money, both of the dispatching and receiving country, at the rate of conversion established by Article 13 of this Convention. The amounts, so converted, shall be checked at the receiving Office of Exchange.

Each Administration hereby undertakes and agrees to suspend the

issue of money-orders a sufficient length of time before the sailing of each steamer which carries the Exchange Lists and advices, at those post-offices in its own territory where such suspension may be necessary, in order to prevent the issue of orders which could be dispatched by the outgoing mail while the corresponding advices could not be certified by the Exchange Office in time to be conveyed by that mail.

The Exchange Lists and the accompanying advices shall invariably be sent by such steamers as carry the mails directly from San Francisco to Auckland, or from Auckland to San Francisco, as the case may be, and not via London in any event.

ARTICLE 7.

The Lists dispatched from each Office of Exchange, shall be numbered consecutively, commencing with No. 1 at the beginning of the month of July in each year; and the entries in these Lists shall also have consecutive numbers.

Of each List dispatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange, shall be returned to the dispatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other the correction of any simple error, which it may discover in the verification of the Lists.

When the Lists shall show irregularities, which the receiving Exchange Office shall not be able to rectify, that Office shall apply for an explanation to the dispatching Exchange Office, and such explanation shall be afforded without delay.

Should any List fail to be received in due course, the dispatching Exchange Office, on receiving information to that effect shall transmit, without delay, a duplicate of the List, duly certified as such.

ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country, on which the original orders were drawn, and in conformity with the regulations established, or, to be established in that country.

ARTICLE 9.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account (Article 12).

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to, and be at the disposal of the country of origin.

The New Zealand Office shall, therefore, enter to the credit of the United States, in the quarterly account, all money-orders entered in the Lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post-Office Department of the United States shall, at the close of each month, transmit to the New Zealand Office, for entry in the quarterly account, a detailed statement of all orders, included in the Lists dispatched from the latter Office, which under this Article become void.

ARTICLE 12.

At the close of each quarter an account shall be prepared at the Postmaster-General's Office, Wellington, showing in detail the totals of the Lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office Department of the United States, at Washington, and the balance, after proper verification, shall, if due by the Post-Office Department of New Zealand, be paid to the General Post-Office at London, to the credit of the Post-Office Department of the United States on account of the exchange of money-orders between the United States and the United Kingdom of Great Britain and Ireland; if due by the Post-Office Department of the United States, the balance shall likewise be paid to the General Post-Office at London, to the credit of the Post-Office Department of New Zealand.

If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding five hundred pounds (£500) sterling, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

This account shall be in accordance with the forms "D," "E," "F," and "G," annexed to this Convention.

ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account relative to money-orders which shall result from the execution of the present Convention the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents, of the money of the United States.

ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules, (if not repugnant to the foregoing), for the greater security against fraud, or, for the better working of the system, generally.

All such additional rules, however, must be promptly communicated to the Post Office of the other country.

ARTICLE 15.

This present Convention shall take effect on the first day of January, 1882, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the sixth day of December, in the year of our Lord, 1881, and in Wellington on the eighth day of October, in the year of our Lord, 1881.

[Seal of the Post Office Department
of the United States.]

(Signed)

THOMAS L. JAMES,

Postmaster General of the United States.

(Signed)

WALTER U. JOHNSTON,

Postmaster General of New Zealand.

In the presence of—

W. GRAY,

Secretary Posts & Telegraphs.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

(Signed)

CHESTER A. ARTHUR.

By the President.

[Seal of the
United States.]

(Signed)

JAMES G. BLAINE,

Secretary of State.

WASHINGTON, December 8th, 1881.

A.

Value of United States order in English money.

| <i>£</i> | <i>s.</i> | <i>d.</i> |
|----------|-----------|-----------|
| 5 | 3 | 2 |

San Francisco, January 1, 1882.

Value of New Zealand order in United States money.

| <i>\$</i> | <i>c.</i> |
|-----------|-----------|
| 14 | 25 |

Auckland, January 1, 1882.

B.

List No.

Stamp of
San Francisco
Office.

Sir: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last dispatch (List No:), for orders payable in New Zealand, amounting in the aggregate to £.....

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, Sir, your obedient servant,

Postmaster, San Francisco.

To the POSTMASTER,
Money-Order Exchange Office, Auckland.

B.

MONEY-ORDER OFFICE,
Auckland, 188 .

SIR: I have examined this List of Money-Orders from No. to No. , inclusive, for sums received in the United States for payment in New Zealand, amounting in the aggregate to \$, and which is to be paid to the net amount of £ s. d.

The said List was found to be correct, with the following exceptions:

I am, sir, your obedient servant,

To the POSTMASTER, MONEY-ORDER EXCHANGE OFFICE,
San Francisco, Cal.

G.

BALANCE.

| To credit of New Zealand Office. | | To credit of United States Office. | |
|-------------------------------------------------------------------------|----------|---------------------------------------------------------------------------|----------|
| | £ s. d. | | £ s. d. |
| Amount of international orders issued in the United States..... | } | Amount of international orders issued in New Zealand | } |
| Three-fourths of one per cent. on amount of such issue..... | } | Three-fourths of one per cent. on amount of such issue..... | } |
| Amount of void orders of New Zealand issue, as per table..... | } | Amount of void orders of United States issue, as per table..... | } |
| Amount of international orders repaid in New Zealand, as per table..... | } | Amount of international orders repaid in United States, as per table..... | } |
| Sums remitted by the Office of New Zealand: | } | Sums remitted by the Office of the United States: | } |
| Dates. | Amounts. | Dates. | Amounts. |
| | £ s. d. | | £ s. d. |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| Balance remaining due to the United States | } | Balance remaining due to New Zealand..... | } |

The above account exhibits a balance of £..... remaining due to the..... Office.

Wellington,, 188..

Signature of proper accounting Officer of the New Zealand Office.

The above statement of account is accepted, with a balance of £..... due to the Office.

Washington 188..

Auditor of the Treasury for the Post-Office Department.

MONEY-ORDER CONVENTION WITH PORTUGAL.

JULY 15, 1882.

CONVENTION

FOR

THE EXCHANGE OF SUMS OF MONEY BY MEANS OF POSTAL ORDERS BETWEEN THE UNITED STATES AND PORTUGAL.

The Government of the Republic of the United States of America and the Government of his Majesty the King of Portugal and of the Algarves, being desirous of facilitating the exchange of sums of money between the two countries by making use of postal orders and availing themselves of the authority granted by Articles 13 and 15 of the Convention of the Universal Postal Union concluded at Paris on the 1st of June, 1878, the undersigned, Timothy O. Howe, Postmaster General of the United States of America, in virtue of the powers vested in him by law, and Viscount das Nogueiras, Envoy Extraordinary and Minister Plenipotentiary of his Majesty the King of Portugal, in the name of his Government, and by virtue of the powers which he has formally presented to this effect, have agreed upon the following convention.

ARTICLE 1.

SEC. 1. There shall be a regular exchange of sums of money by means of postal orders between Portugal and the United States of America.

SEC. 2. All the stipulations which are contained in this Convention with regard to Portugal are to be understood as applicable also to the Azores and to the Madeira Islands.

SEC. 3. The Postal Administration of each of the two countries shall determine in regard to its own territory—

a.—The localities where the orders in question can be issued.

b.—The localities where such orders can be paid.

ARTICLE 2.

SEC. 1. The amount of the orders shall be collected from the remitters and paid to the beneficiaries in gold coin or in other lawful money of equal value. Each one of the Postal Administrations may however receive for the issue and employ for the payment of money-orders any money of less value which is a legal tender in its own country, provided account be taken of the difference of value, when occasion arises.

SEC. 2. The amount of each order shall not exceed—

a.—Fifty milreis when issued in the United States for payment in Portugal.

b.—Fifty dollars when issued in Portugal for payment in the United States.

The Postal Administrations of the two countries may however, by

mutual agreement, increase this maximum to ninety milreis and to one hundred dollars.

SEC. 3. The amount of each order shall be expressed in the metallic money of the country in which payment is to be made. For this purpose, the Postal Administration of the country of origin shall fix the rate of conversion of its own money into metallic money of the country of payment.

SEC. 4. The right is reserved to each of the two contracting countries to declare transferable, within its territory, by means of endorsement, the ownership of postal orders originating in the other.

ARTICLE 3.

SEC. 1. Each of the two contracting countries shall fix the rate of fees to be collected from the remitters of money-orders issued therein for payment in the other country. This rate of fees shall not exceed one and one-half per cent. upon the amounts constituting the divisions in the schedule of fees.

SEC. 2. In addition to the fee mentioned in this Article no other charge, tax, commission, or impost shall be collected for the issue, transmission, distribution, or payment of money-orders, provided for in this Convention.

SEC. 3. The country which issues the orders shall pay to the country on which they are drawn three-quarters of one per cent. computed upon the total value of those orders.

ARTICLE 4.

Orders issued in Portugal for payment in the United States shall not contain a fraction of a cent, and those which are issued in the United States for payment in Portugal shall not contain a fraction of ten reis.

ARTICLE 5.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of offices of exchange. These offices shall be—

a.—Lisbon, on the part of Portugal.

b.—New York, on the part of the United States.

ARTICLE 6.

SEC. 1. Each Office of Exchange shall send, by every mail, to the other a certified List, in duplicate, of the money-orders issued in its own country, since the last previous transmission, for payment in the other.

SEC. 2. At the close of each Quarter, or, at the latest, within two months after the expiration thereof, an account, in duplicate, shall be prepared and transmitted by the Administration of Mails, Telegraphs, and Light-houses of Portugal to the Postal Administration of the United States. This account, having been accepted, shall be paid in the metallic money of the creditor country by the indebted Postal Administration, within a limited time to be determined by mutual agreement.

SEC. 3. For this purpose the smaller credit shall be converted into the money of the larger credit.

SEC. 4. In case of the non-payment of the balance of an account within the time specified, the amount of such balance shall be chargeable with interest from the date of the expiration of the stipulated period until the day of the transmission of the amount due. Such interest shall be computed at the rate of five per cent. per annum; and is to be entered in the accounts as a debit against the dilatory Administration.

ARTICLE 7.

SEC. 1. The sums received for the issue of money-orders remain the property of the remitters until they shall have been duly paid to the beneficiaries or to the representatives of the latter.

SEC. 2. Postal orders accrue to the country of origin when the amounts thereof have not been claimed by the payees within a period of time fixed by mutual agreement.

SEC. 3. Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made. Under no circumstances can the fees paid for money-orders be refunded to the remitters thereof.

SEC. 4. Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn, and in conformity with the regulations established, or, to be established, in that country.

ARTICLE 8.

Each Administration is authorized, in extraordinary circumstances that would justify the measure, to suspend temporarily the money-order service, in whole or in part, upon condition of giving notice of such suspension immediately to the other country, and, if deemed necessary, by means of the telegraph.

ARTICLE 9.

The General Administration of Mails, Telegraphs, and Light-Houses, of Portugal, and the General Postal Administration of the United States are authorized to adopt by mutual agreement all measures, and to arrange all matters of detail, necessary to secure the execution of all the stipulations of the present Convention.

ARTICLE 10.

The present Convention shall take effect on the first day of January, 1883, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

ARTICLE 11.

The ratifications of the present Convention shall be exchanged prior to the first day of December, 1882.

In witness whereof the respective Plenipotentiaries have signed the present Convention and have affixed thereto their seals.

Executed in duplicate and signed at Washington the fifteenth day of July, 1882.

[Seal of the Post Office Department
of the United States.]

[Seal of the Legation of Portugal to the
United States.]

TIM^o. O. HOWE,
The Postmaster-General of the United States.
VISCONDE DAS NOGUEIRAS,
Envoy Extraordinary and Minister
Plenipotentiary of Portugal to the United States.

I hereby approve the foregoing Convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

CHESTER A. ARTHUR.

By the President.

[Seal of the United
States.]

FRED'K T. FRELINGHUYSEN,
Secretary of State.

WASHINGTON, July 15th, 1882.

Regulations of detail, forms and order for the execution of the Convention for the exchange of Postal Money Orders between the United States and Portugal, concluded at Washington, July 15, 1882.

DETAILED REGULATIONS.

The undersigned, in pursuance of Article 9 of the Convention concluded between the United States and Portugal, on the fifteenth day of July, 1882, for the exchange of sums of money by means of postal orders have by mutual agreement, decided to adopt the following Regulations:

ARTICLE 1.

The Postal Administrations of the two countries shall communicate to each other the tables of conversion which they shall have adopted for the conversion of money in pursuance of the provisions of the third section of Article 2 of the Convention, and also all alterations which may be made therein.

ARTICLE 2.

Any person in the United States desiring to remit to any part of Portugal a sum of money within the limits prescribed by the second section of Article 2 of the Convention, may pay it into any post-office of the former country authorized to receive sums payable in Portugal, and to pay orders for sums remitted from that country.

The remitter shall give to the postmaster at such post-office the name and exact address of the person to whom the amount is to be paid in the country of destination, and also his own name and address.

Any person in Portugal desiring to remit to the United States a sum of money within the limits prescribed by the second section of Article 2 of the Convention, may pay it into any post-office of the former country authorized to receive sums payable in the United States, giving at the same time his own name and address, and the name and exact address of the person to whom the amount is to be paid in the United States.

The receiving post-office in either country shall transmit, in accordance with the rules established by its postal administration, due notice of such payment, by an internal money-order, or otherwise, to the dispatching exchange office.

ARTICLE 3.

SEC. 1. The lists by means of which the Exchange Office of New York shall communicate to the Exchange Office of Lisbon the amounts deposited in the United States to be paid in Portugal, shall be in conformity with the model "A" annexed to the present Regulations. The lists by means of which the Exchange Office of Lisbon shall communicate to that of New York the amounts deposited in Portugal to be paid in the United States, shall follow the pattern "B" hereto annexed.

SEC. 2. The lists described in this Article shall be regularly transmitted by every mail, even when there are no deposits to be communicated for payment. In such cases, the words "No Money Orders," are to be written transversely across the lists.

SEC. 3. The lists transmitted by each of the two countries shall be consecutively numbered each year, commencing with Number 1, at the first of January, and terminating at the close of December. The entries in the lists shall also be consecutively numbered, commencing with Number 1 on the first of July in each year.

SEC. 4. The orders issued in the United States during the quarter ending June 30th of each year, which may arrive at the Office of Exchange at New York in the following quarter, shall be entered on lists supplementary to the last list of the month of June, and in like manner the orders issued in Portugal during the quarter ending June 30th of each year, which may arrive at the Exchange Office of Lisbon in the following quarter, shall be entered on lists supplementary to the last list of the month of June.

ARTICLE 4.

SEC. 1. The Exchange Office, upon receipt of the lists shall proceed to verify them. Should errors be found the necessary corrections are to be made in red ink.

SEC. 2. For the orders entered in the lists, the two Exchange Offices shall issue inland postal orders in accordance with the regulations in force, in the premises, in the country of destination.

SEC. 3. By the first mail forwarded after the receipt of the lists, one of them shall be transmitted to the dispatching office of exchange with a duly executed acknowledgment of receipt.

SEC. 4. When the lists shall show irregularities which the receiving exchange office shall not be able to rectify, that office shall demand an explanation from the dispatching exchange office, which shall give such explanation with as little delay as possible. Pending the receipt of the explanation, the issue of inland money orders of payment relating to the entries found to be erroneous in the list should be suspended.

ARTICLE 5.

Orders shall be valid during a period of twelve months after the date of the issue thereof.

ARTICLE 6.

SEC. 1. Orders which shall not have been paid within a period of twelve months from the date of the issue thereof shall be considered void, and the amount thereof shall be placed to the credit of the country of origin in the Quarterly Account. (Model "C.")

SEC. 2. For the execution of this stipulation, each of the two contracting countries shall make out a monthly statement (Model "D") of

orders originating in the other country, to which the provisions of this Article are applicable.

This statement shall include orders of which repayment shall have been reclaimed by the remitters.

ARTICLE 7.

SEC. 1. For the Quarterly Account required by Article 6 of the Convention a form shall be used in exact conformity with the pattern "C," hereto annexed.

SEC. 2. For the purpose of balancing this account, when the larger credit is in favor of Portugal, the conversion mentioned in Section 3 of Article 6 of the Convention shall be made in accordance with the average rate of exchange in New York during the quarter to which the account pertains. When the larger credit is in favor of the United States, the conversion shall be made in accordance with the average rate of exchange at Lisbon, during the same period.

SEC. 3. For this purpose the debtor Postal Administration shall send to the creditor Administration within ten days after the expiration of each quarter, a statement of the changes in the rates of exchange during that quarter.

SEC. 4. The Postal Administration of the United States shall return to Portugal a copy of the account in question, duly verified, within fifteen days, at the latest, after the receipt of the said account.

SEC. 5. If the ascertained balance of the account is in favor of Portugal, the Postal Administration of the United States, when it returns the duplicate of that account, shall remit the amount of such balance by a bill of exchange upon Lisbon, to the order of the Director General of Mails, Telegraphs, and Light-houses.

If the balance is in favor of the United States, the administration of Mails, Telegraphs, and Light-houses, of Portugal shall remit the amount thereof by letter of exchange on New York to the order of the Postmaster General of the United States, fifteen days, at the latest, after the receipt of the account, with a verification of the account, made by the United States.

SEC. 6. Whenever, in the interval between the quarterly statements, it is found that one of the two countries owes the other a balance exceeding four thousand five hundred milreis, or five thousand dollars, the Postal Administration of the debtor country shall transmit, without delay, in a letter of exchange, the approximate amount of such balance.

SEC. 7. All expenses attending the remittance of bills of exchange shall be at the charge of the debtor country.

ARTICLE 8.

The present Detailed Regulations shall take effect at the same time as the Convention of the fifteenth of July, 1882, and shall continue in force as long as the latter.

Done in duplicate, and signed at Washington, the fifteenth day of July, 1882.

TIM^o. O. HOWE.

*The Postmaster General
of the United States.*

VISCONDE DAS NOGUEIRAS

On behalf of the Director General
of Posts, Telegraphs, and Light-
houses of Portugal.

(Seal of the Post Office
Department of the
United States.)

(Seal of the Legation
of Portugal to the
United States.)

A.

Marca de dia do correio de New York

Relação No. _____

List No. _____

Stamp of New York Office.

Repartição postal de New York, N. Y.,
Post Office, New York, N. Y.,

_____, 188-.

_____, 188-.

SENHOR:

SIR:

Recebi a sua relação No. _____ datada _____ no dia _____, 188-.

I have received your List No. _____ of the _____ on the _____, 188-.

O exame feito desta relação mostra a exactidão dos numeros totaës.*

The examination which has taken place has proved the correctness of the totals, viz:*

Importancias pagas _____ dollars, _____ centavos.

Amounts paid in _____ dollars, _____ cents.

Em troca remetto lhe junta (em duplicado) uma relação, No. _____, sendo a somma total desta relação _____ reis.

In return I transmit to you herewith (in duplicate) a list, No. _____, the total amount of the List being _____ reis.

Queira examinar, completar, e devolver me a copia original desta relação, accusando a sua recepção e endossandò-a.

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgement of its receipt indorsed thereon.

Son com respeito,

I am, respectfully,

sen obediente servo.

your obedient servant,

O Director do Correio de New York, N. Y.
Postmaster, New York, N. Y.

À Repartição dos Valles de Correio,

Lisbõa, Portugal.

To the Money Order Office,

Lisbon, Portugal.

* No caso de se encontrarem algumar differença, devem estas declarar-se abaixo.

* In case any differences are found, such differences to be stated below.

Repartição dos Vales de Correio,
Lisbõa, Portugal,
Money-Order Office,
Lisbon, Portugal,
_____, 188-.
_____, 188-.

SENHOR:

SIR:

Examinei a relação retro, No. _____, datada _____, 188-, na importância total de _____ reis.

I have examined the within List, No. _____, dated _____, 188-, amounting in the aggregate to _____ reis.

Encontrei a ditta relação exacta, salvas as seguintes excepções:

I have found said List correct with the following exceptions:

Ao Director do Correio de New York, N. Y.

To the Postmaster

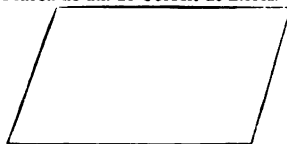
Money-Order Exchange Office

New York, N. Y.

B.

Relação No. _____
List No. _____

Marca de dia do Correio de Lisboa.



Stamp of Lisbon Office.

REPARTIÇÃO POSTAL DE LISBOA, PORTUGAL,
POST OFFICE, LISBON, PORTUGAL,

_____, 188-.
_____, 188-.

SENHOR:

SIR:

Recebi a sua relação de valles do correio internacionaes, No. _____, datada _____, 188-, no dia _____, 188-.

I have received your List of international money-orders, No. _____, of the _____, 188-, on the _____, 188-.

O exame feito desta relação mostra a exactidão dos numeros totaes.*

The examination which has taken place has proved the correctness of the totals, viz:*

Importancias pagas _____ reis.

Amounts paid in _____ reis.

Em troca, remetto, lhe junta (em duplicado) uma relação do valles do correio internacionaes No. _____, sendo a somma total desta relação _____ dollars, _____ centavos.

In return, I transmit to you herewith (in duplicate) a List of international money-orders No. _____, the total amount of the list being _____ dollars, _____ cents.

Queira examinar, completar e devolver me a copia original desta relação accusando a sua recepção e endossando a.

Be pleased to examine, complete, and return to me the original copy of this List with your acknowledgement of its receipt indorsed thereon

Son com respeito.

seu obediente servo.

I am, respectfully,

your obedient servant.

Ao Director do Correio
de New York, N. Y.

To the Postmaster
Money Order Exchange Office,
New, York, N. Y.

* No caso de se encontrarem algumas differençar devem estas declarar-se abaixo.

* In case any differences are found, such differences to be stated below.

Relação No. _____

List No. _____

Folha No. _____

Sheet No. _____

Data da chegada da presente relação
a New York.Date of arrival of the present List at
New York.

_____ 188-

_____ 188-

Cazas que a repartição de expedição em Lisboa deve encher.
Blanks to be filled by the dispatching office of Lisbon.

Cazas que a repartição
destinatária em New
York deve encher.
Blanks to be filled by
the receiving office
of New York.

| | | | |
|---------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| Numero dos vales de Correo internacionaes. No. of the international order. | | Nome e sobrenome da Name and surname of | Direcção da pepoa que recebe o valle. Address of the beneficiary. |
| Numero do valle de Correo original. No. of original money-order. | | pepoa que manda o valle. Remitter. | |
| Data do valle original. Date of original money-order. | | pepoa que recebe o valle. Payee. | |
| Importancia do valle original em moeda portugueza. Amount of the original money-order in Portuguese money. | | Residencia. Residence. | |
| Nome da repartição que expede o valle original. Office at which the original order was issued. | | Logar. County. | |
| Residencia da pepoa que manda o valle. Residence of the Remitter. | | Provincia. Province. | |
| | | Estado. State. | |
| | | Valor em moeda dos Estados Unidos do valle que deve ser pago pela repartição destinatária. Value of Order in United States Currency payable by the Office of Destination. | |
| | | Numero dos vales mandados pelo correo de New York aos outros correios da União. Numbers of the inland orders issued by the Exchange Office of New York. | |
| | | Repartições postaes que pagamos valle. Offices at which the final orders are to be paid. | |
| | | Observações. Remarks. | |

Reis.

REPARTIÇÃO DOS VALES DE CORREIO

MONEY ORDER OFFICE,

New York, N. Y., ———, 188—.

New York, N. Y., ———, 188—.

SENHOR:

SIR:

Examinei a relação retro No. ———, datada ———, 188—, na importancia total de ——— dollars
——— centavos.

I have examined the within List No. ———, dated ———, 188—, amounting in the aggregate to
——— dollars ——— cents.

Encontrei a ditta relação exacta salvo a seguintes excepções:

I have found said List correct with the following exceptions:

Director do Correio de New York.
Postmaster Money Order Exchange Office.

A repartição dos valles di correio

Lisboa, Portugal.

To the Money Order Office

Lisbon, Portugal.

C.

I { CONTA
ACCOUNT

da permutação de vales entre Portugal e os Estados Unidos da America no trimestre
de a de 188 .

of the exchange of money-orders between Portugal and the United States of America
during the quarter from to 188 .

[illegible]

II { RELAÇÃO
STATEMENT

dos vales não pagos cuja importancia deve ser lançada em credito da repartição emissora.
of money-orders not paid and to be credited to the dispatching Office.

[illegible]

III { BALANÇO.
BALANCE.

| Credito de Portugal. To the Credit of Portugal. | | Credito dos Estados Unidos. To the credit of the United States. | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| | Re is. | | Dollars. Cts. |
| Importancia dos vales emitidos nos Estados Unidos. Amount of money orders issued in the United States. | | Importancia dos vales emitidos em Portugal. Amount of money orders issued in Portugal. | |
| Importancia do premio a abonar a Portugal, na razao de $\frac{1}{2}$ per cento da quantia supra indicada. Amount of Commission due Portu- gal, at $\frac{1}{2}$ per cent. of the above amount. | | Importancia do premio a abonar nos Estados Unidos, na razao de $\frac{1}{2}$ per cento da quantia supra indicada. Amount of Commission due United States, at $\frac{1}{2}$ per cent. of the above amount. | |
| A abater a importan- cia do Credito dos Estados Unidos. (a) United States Credit to be deducted. (a) | { dollars cents at the rate of.. } | A abater Importan- cia do Credito de Portugal. (b) Portugal Credit to be deducted. (b) | { reis do cambio.. de |
| Saldo em Credito de Portugal..... | } | Saldo em Credito dos Estados Uni- dos. Balance to the credit of the United States. | } |
| Pago por Conta pelos Estados Unidos Paid on account by the United States. | | Pago por Conta por Portugal Paid on account by Portugal. | |
| | | | |
| Datas. Dates. | Importancias. Amount. | Datas. Dates. | Importancias. Amount. |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| Saldo a favor de Portugal..... | } | Saldo a favor dos Estados Uni- dos. Balance remaining to credit of Portugal. | } |

Esta conta a presenta um saldo de _____ a pagar ao correio de _____
This account exhibits a balance of _____ due the _____ office.

This statement of account is accepted with a balance of _____ due the _____ office.

Washington, ———, 188—.

The Auditor of the Treasury for the Post Office Department.

(a) Convertida pelo cambio medio em New York durante o trimestre a que se refere esta conta.
To be converted at the average rate of exchange in New York during the Quarter to which this account appertains.

(b) Convertida pelo cambio medio em Lisboa durante o trimestre a que se refere esta conta.
To be converted at the average rate of exchange in Lisbon during the Quarter to which this account appertains.

REPORT
OF THE
SUPERINTENDENT OF FOREIGN MAILS,
TO THE
POSTMASTER-GENERAL,
FOR
1882.

REPORT OF THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 25, 1882.

SIR: I have the honor to submit herewith a report of the principal operations of the foreign mail service for the fiscal year ended June 30, 1882.

WEIGHT OF MAILS.

The total weight of mails dispatched during the year to countries and colonies of the Universal Postal Union (the Dominion of Canada excepted) was 999,554,729 grams, or 2,203,876 pounds; an increased weight over the preceding fiscal year of 452,353 pounds. The weight of the letter mails was 187,928,578 grams, or 414,355 pounds, and of printed matter and samples of merchandise 811,626,151 grams, or 1,789,521 pounds; an increased weight as compared with the preceding fiscal year of 73,367 pounds of letters and 378,986 pounds of printed matter and samples.

Of the letter mails dispatched, 176,644 pounds (42.63 per cent.) were sent to Great Britain and Ireland; 101,591 pounds (24.52 per cent.) to Germany; 99,894 pounds (24.11 per cent.) to other countries of Europe, and 36,226 pounds (8.74 per cent.) to Postal Union countries and colonies other than European.

Of the printed matter and samples dispatched, 800,914 pounds (44.76 per cent.) were sent to Great Britain and Ireland; 332,358 pounds (18.57 per cent.) to Germany; 345,291 pounds (19.30 per cent.) to other countries of Europe, and 310,958 pounds (17.37 per cent.) to other Postal Union countries and colonies.

Compared with the weights of mails dispatched during the preceding year, the increase of letter mails was 21.52 per cent., and of printed matter and sample mails 26.87 per cent.

A comparison of the weights of the mails dispatched to foreign countries during the fiscal year 1882 with those of the fiscal year 1880 shows the increase of correspondence to have been as follows:

| | Pounds. |
|--------------------------------------------|-------------|
| Weight of letter mails: | |
| In 1882 | 414, 355 |
| In 1880 | 272, 181 |
| An increase in two years of..... | 142, 174 |
| or 52½ per cent. | |
| Weight of printed matter and sample mails: | |
| In 1882 | 1, 789, 521 |
| In 1880 | 1, 181, 420 |
| An increase in two years of..... | 608, 101 |
| or 51½ per cent. | |

A statement of the weights of the mails dispatched to each Postal Union country and colony is reported by the Auditor of the Treasury for the Post-Office Department.

THE NUMBER OF LETTERS EXCHANGED

with countries and colonies not embraced in the Universal Postal Union, exclusive of Canada, was 168,832, of which number 95,169 were sent to, and 73,663 received from such countries; a decrease compared with the previous fiscal year, of 338,996 letters sent, and 147,388 letters received from non-Union countries.

COST OF THE FOREIGN MAIL SERVICE.

The sums reported for payment on account of sea-transportation of the mails dispatched to and received from foreign countries during the fiscal year 1882, including 13,677 francs and 34 centimes (\$2,649.73), credited to France in the quarterly accounts with the French postal administration for the conveyance of United States mails by French contract packets from New York to Havre, amounted to \$230,163.98; an increase over the cost of the same services for 1881 of \$41,014.77. Of this amount \$233,485.34 was reported for the trans-Atlantic service; \$16,537.38 for the trans-Pacific service, and \$30,141.26 for services to and from the Isthmus of Panama, Central America, and the South Pacific; to Mexico, Cuba, and Porto Rico; to and from other West India Islands; to Brazil, the Argentine Republic, Paraguay and Uruguay; to Venezuela and Curaçoa, and to Canada and Newfoundland. Particulars of these several services are appended in statement marked A.

A comparison of the cost of foreign mail transportation for the fiscal year 1882 with the cost of the same service in 1880 shows the increase to have been as follows:

| | |
|----------------------------------|--------------|
| Cost of the service in 1882..... | \$230,163 98 |
| Cost of the service in 1880..... | 198,667 46 |
| An increase in two years of..... | 81,496 52 |
| or over 41 per cent. | |

The expenses (chargeable to the foreign mail service) of maintaining the United States postal agencies at Shanghai (China), and at Aspinwall and Panama (United States of Colombia), for office rent, clerk hire, portorage of mails, and other miscellaneous items, amounted to \$2,695.55. These expenses have been materially reduced by a curtailment of the business of the agencies at Aspinwall and Panama, consequent upon the entrance into the Union, from July 1, 1881, of the United States of Colombia, the postal business of said agencies being now restricted to the receipt, custody, transfer, distribution (when necessary), and forwarding of mails in transit from and to the United States via the Isthmus of Panama.

The payments made by this department in previous years, on account of the Atlantic sea conveyance of the Australian closed mails from New York to Great Britain, were discontinued from July 1, 1881, the British post-office having agreed to pay directly to the conveying steamship lines the sums becoming due for the conveyance of such mails. Under this arrangement the appropriation made by Congress for ocean transportation of mails during the year 1882 was relieved from the payment of 70,360 francs 31 centimes=\$13,579.44.

The aggregate amount of the quarterly balances paid to this department on settlement of postage accounts with other Postal Union administrations was \$104,201.20, and the aggregate amount of the quarterly balances paid by this department to other Postal Union administrations was \$43,605.22.

The sums credited to this department by Postal Union administrations on account of the United States territorial and sea-transit of foreign mails, amounted to 657,728 francs 12 centimes=\$126,941.53, and the sums credited by this department to Union administrations on account of the foreign territorial and sea transit of United States mails, amounted to 423,392 francs 52 centimes=\$81,714.76.

The amounts estimated as necessary for appropriation for foreign mail service for the fiscal year 1883-1884, are as follows :

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| For transportation of mails | \$350,000 |
| For balances due foreign countries, including the United States' portion of the expenses of the International Bureau of the Postal Union, and the subscription of the department for 25 copies of the monthly journal of the Union—"L'Union Postale" | 60,000 |
| Total | \$410,000 |

ADMISSIONS TO THE UNIVERSAL POSTAL UNION.

The additions to the Universal Postal Union during the year have been as follows :

The Republic of Nicaragua, admitted from May 1, 1882.

The Republic of Costa Rica, admitted from January 1, 1883.

The Postal Union now embraces all countries and colonies of the civilized world known to have organized postal establishments, except Bolivia in South America, and the British Australasian colonies. For full list of Postal Union countries and colonies, with dates of admission, see statement marked B, appended.

MODIFICATIONS OF POSTAL UNION ARRANGEMENTS AND DETAILS.

The following changes in the Regulations of Detail and Order under the Convention of Paris, have been adopted by votes of the Postal Union administrations, viz :

Paragraph 10 of Article XXXII has been amended so as to read : The post-offices which the Japanese administration has established at Shanghai (China), at Fusanpo and Genzan-shin (Corea).

Paragraph 4 of Article VI has been modified as follows, to take effect January 1, 1883 :

Registered articles must bear a label or impression of a stamp showing, in a distinct manner, the capital letter R in Roman text, it being left optional with each office to add to the letter R the special mark (indication of office of origin or country of origin, number of order, &c.) which it shall deem proper.

Consequent upon the adoption of this modification, and because of the uniform character of the stamp or label indicating registration thereby provided for use by all the postal administrations of the Union, Article XXIX of the Regulations has been also modified, to take effect on the same date, by suppressing the second subparagraph of paragraph 2, and numbering the third, fourth, and fifth subparagraphs thereof 2, 3, and 4, respectively.

Article XIV of the Regulations has been modified to read as follows :

1. Articles of correspondence addressed under initials are not admitted to registration.

2. No special condition of form or of fastening is required for registered articles. Each office has the right to apply to this correspondence the regulations established in its interior service.

Special arrangements have been concluded with Belgium and Switzerland, respectively, extending the limits of weight and dimensions, prescribed by Article V of the Convention of Paris for packets of samples of merchandise so as to admit such packets to circulation in the mails exchanged with each of those countries, respectively, when not exceeding the weight of 350 grams (12 ounces) and the dimensions of 30 centimeters (12 inches) in length, 20 centimeters (8 inches) in width, and 10 centimeters (4 inches) in depth. Copies of these special arrangements are appended.

With respect to the arrangement with Belgium it has been mutually agreed that it shall be so interpreted as to authorize its termination at any time on a notice by either government of one year.

Negotiations are pending between this department and the postal administration of Japan for an arrangement granting the reciprocal conveyance between the two countries, free of postage, of official correspondence in closed mails between each government and its legations and consulates near the other.

Detailed information on the following subjects relating to Postal Union exchanges will be found in statements hereto appended, marked C, D, E, and F, respectively:

1. Table of equivalents according to which postage rates are levied in those countries of the Universal Postal Union which have not the franc for a monetary unit, and the fees charged for registration and for return receipts.

2. A recapitulation of the regulations which determine, in the different countries of the Union, the length of time for retaining in the offices of destination unclaimed correspondence addressed "*poste restante*."

3. A recapitulation of the regulations within the Union respecting applications for the return of letters to the senders before their delivery to the addressees.

4. A statement of the surtaxes charged in certain Postal Union countries on correspondence addressed to the United States.

MODIFICATIONS OF POSTAL REGULATIONS AND DETAILS RESPECTING MAIL EXCHANGES WITH THE DOMINION OF CANADA, AND WITH COUNTRIES AND COLONIES NOT EMBRACED IN THE UNIVERSAL POSTAL UNION.

The second article of the postal arrangement between the United States and Canada of ^{April 28,}_{May 3,} 1881, has been replaced by a modified article designed to more effectually prevent the mailing in Canada of United States publications to addressees in this country with the object of evading the postage rates or regulations applicable to such matter in the United States. A copy of this article is appended.

The reduced sea-transit rates of 9 cents per ounce for letter mails and 4 cents per pound for printed-matter mails, accepted by this department from January 1, 1881, for the closed mails from the colonies of New South Wales, New Zealand, Victoria, and Queensland, respectively, for Mexico, the Central American States, and Panama, when transported entirely by sea from San Francisco, have been applied also to the closed mails for said colonies forwarded in the opposite direction from the British packet agency at Panama to San Francisco.

For the purpose of securing proper examination and treatment by United States customs officers, before transmission to the addressees, of books received by mail from Canada, an arrangement has been made with the Canada office to forward all book packets of Canadian origin

separately from other mail matter, in sacks addressed to certain designated United States exchange post-offices on or near the frontier line of Canada.

FOREIGN MAIL STATISTICS.

Estimate of the amount of mail matter exchanged during the fiscal year ended June 30, 1882, based upon the count of such matter exchanged during seven days in October, 1881, and seven days in April, 1882, as made at United States exchanging post-offices in pursuance of the Postmaster-General's order of September 10, 1879.

| | Sent. | Received. | Total. | Excess of sent over received. | Excess of received over sent. | Percentage of sent. | Percentage of received. |
|---------------------------------------------------------------------------------|----------------|--------------|--------------|-------------------------------|-------------------------------|---------------------|-------------------------|
| Number of prepaid letters..... | 25,468,464 | 23,525,368 | 48,993,832 | 1,943,096 | | 51.98 | 48.02 |
| Number of unpaid and insufficiently paid letters..... | 638,497 | 1,235,909 | 1,874,406 | | 597,412 | 34.06 | 65.94 |
| Number of free of postage letters..... | 119,908 | 61,694 | 181,602 | 58,214 | | 66.03 | 33.97 |
| Total number of letters..... | 26,226,869 | 24,822,971 | 51,049,840 | 1,403,898 | | 51.38 | 48.62 |
| Total number of single rates..... | 29,675,709 | 27,277,833 | 56,953,542 | 2,397,876 | | 52.11 | 47.89 |
| Number of postal cards..... | 1,428,208 | 918,179 | 2,346,387 | \$10,029 | | 60.87 | 39.13 |
| Number of packets of newspapers, other printed matter, and business papers..... | 22,919,589 | 19,596,814 | 42,516,403 | 3,322,775 | | 53.91 | 46.09 |
| Number of packets of samples of merchandise..... | 843,682 | 234,880 | 1,082,562 | 604,802 | | 77.93 | 22.07 |
| Number of registered articles..... | 457,000 | 468,334 | 925,334 | | 11,354 | 49.39 | 50.61 |
| Number of demands for return receipts..... | 9,789 | 17,054 | 26,843 | | 7,265 | 36.47 | 63.53 |
| Prepaid postages on letters..... | \$1,385,618 15 | | | | | | |
| Prepaid postages on printed matter, &c..... | \$424,732 33 | | | | | | |
| Unpaid postages on letters, printed matter, &c..... | \$23,292 25 | \$117,699 54 | \$140,991 79 | | \$94,407 29 | 16.52 | 83.48 |

From the above table it appears—

1. That 97.11 per cent of the letters sent to foreign countries were fully prepaid; that 2.43 per cent. were either unpaid or insufficiently prepaid, and that 0.43 per cent. were free of postage.

2. That 94½ per cent. of the letters received in the United States from foreign countries were fully prepaid; that 5 per cent. were either unpaid or insufficiently prepaid, and that one-fourth of one per cent. were free of postage.

3. That of the total number of postal articles sent, 51 per cent. were letters; 2.78 per cent. were postal cards; 44.57 per cent. were newspapers, other printed matter, and business papers, and 1.65 per cent. were samples of merchandise.

4. That of the total number of postal articles received, 54.46 per cent. were letters; 2.01 per cent. were postal cards; 43 per cent. were newspapers, other prints, and business papers, and 0.53 per cent. were samples of merchandise.

5. The estimated amount of postages collected in the United States on the unpaid mail-matter received from other countries exceeded the estimated amount of unpaid postages on the mail-matter sent to other countries in the sum of \$94,407.29.

6. The estimated total postages collected in the United States (not including registration fees on registered articles) on the mails exchanged with foreign countries, amounted to \$1,956,614.18.

The general statistics of the postal services in the countries of the Universal Postal Union for the year 1880 (the latest collated and pub-

lished by the International Bureau), furnish interesting information respecting the interior postal services of each country, as well as of the international postal relations between the countries of the Union.

It appears by these statistics that the relative rank of the principal Union countries, in respect to the following particulars, was as follows:

1st. *In number of post-offices* the United States ranks first, with 42,989 offices; then Great Britain, with 14,549; Germany, with 9,460; France, 5,942; Japan, 4,665; Russia, 4,458; British India, 4,409; Austria, 4,025; Italy, 3,328; Switzerland, 2,852; Spain, 2,642; Hungary, 2,301; Sweden, 1,785; the Netherlands, 1,316; Norway, 924; Mexico, 897; Belgium, 792; Portugal, 755; Denmark, 560.

2d. *In respect of the relative proportion between the number of post-offices and that of population*, the principal countries of the Union rank as follows: Switzerland has an average of 993 inhabitants to each post-office; the United States, 1,167 to each office; Norway, 2,078; Great Britain, 2,372; Sweden, 2,565; the Netherlands, 3,085; Luxemburg, 3,175; Denmark, 3,537; Germany, 4,778; Austria, 5,498; France, 6,211; Portugal, 6,285; Spain, 6,333; the Argentine Republic, 6,400; Belgium, 6,991; Hungary, 7,258; Japan, 7,701; Italy, 8,545.

3d. *In number of letter-boxes for reception of correspondence*, the principal countries rank as follows: France, 57,960 letter-boxes; Germany, 57,782; Great Britain, 27,782; the United States, 18,460; Italy, 11,550; Spain, 9,406; Austria, 8,013; Russia, 7,957; Japan, 6,935; British India, 6,392; Belgium, 5,456; Switzerland, 5,270; Denmark, 3,382; Hungary, 3,263; the Netherlands, 3,047; Sweden, 2,700; Portugal, 1,303.

4th. *In number of letters conveyed in the mails*, the principal countries rank as follows: Great Britain, 1,176,423,600 letters; the United States, 847,830,029; Germany, 522,689,800; France, 488,462,763; Austria, 174,999,000; Italy, 151,471,018; British India, 118,072,439; Russia, 92,451,476; Spain, 66,525,891; Hungary, 64,647,572; Belgium, 61,209,200; the Netherlands, 48,070,539; Switzerland, 45,739,594; Japan, 36,898,795; Sweden, 27,130,454; Denmark, 22,011,999; Portugal, 14,124,919.

5th. *In number of postal cards conveyed in the mails*, the principal countries rank as follows: The United States, 275,324,224 postal cards; Germany, 135,135,100; Great Britain, 122,884,000; Austria, 36,026,000; France, 27,540,065; Japan, 19,884,451; Italy, 19,714,710; Belgium, 14,720,342; the Netherlands, 13,775,947; Hungary, 12,965,458; British India, 7,471,984; Switzerland, 6,649,297; Russia, 4,682,544; Sweden, 1,250,081; Roumania, 685,802; Portugal, 252,751; Norway, 209,014; Denmark, 173,128; Spain, 161,986; Luxemburg, 155,883.

6th. *In respect to the number of letters and postal cards per each inhabitant*, the principal countries rank as follows: Great Britain, 37.6 to each inhabitant; the United States, 22.8; Switzerland, 22.4; the Netherlands, 17.1; Belgium, 16.2; Germany, 15.6; France, 14.9; Denmark, 12.6; Luxemburg, 11.7; Austria, 11.1; Sweden, 6.9; Italy, 6.6; Norway, 5.7; Spain, 4.1; Portugal, 3.3; Greece, 1.7; Japan, 1.6; Roumania, 1.2; Russia, 1.1.

7th. *In number of newspapers conveyed in domestic mails*, the principal countries rank as follows: The United States, 730,269,063 newspapers; Germany, 420,944,000; France, 285,691,654; Great Britain, 133,796,100; Russia, 83,233,945; Italy, 81,060,778; Austria, 75,282,900; Belgium, 64,680,000; Switzerland, 49,967,736; the Netherlands, 33,682,452; Hungary, 27,722,577; Denmark, 25,007,457; Sweden, 21,087,036; Japan, 17,596,758; British India, 11,251,021; Norway, 10,402,002; Argentine Republic, 7,500,000; Greece, 1,688,841.

8th. *In number of newspapers dispatched in international mails*, the

principal countries rank as follows: The United States, 18,378,837 newspapers; Great Britain, 16,697,753; France, 15,894,252; Germany, 8,760,000; Italy, 5,030,860; Belgium, 4,001,000; Spain, 3,117,521; the Netherlands, 1,251,605; Russia, 1,235,686; Argentine Republic, 795,000; Sweden, 714,717; Greece, 502,047; Norway, 201,428.

9th. In respect to *the length of interior mail-routes of all kinds, on land and water, used for conveyance of the mails*, the United States occupies the first rank, with a total length of 550,221 kilometers (341,891 miles); France next, with 227,591 kilometers (141,418 miles); Russia next, with 171,268 kilometers (106,421 miles); and Germany next, with 101,609 kilometers (63,137 miles).

No reports on this head were furnished for Great Britain.

10th. In respect to *the number of miles of railway transportation of mails*, the United States ranks first, with 154,399,941 kilometers (95,939,491 miles); Germany next, with 102,799,339 kilometers (63,876,418 miles); then France, with 66,150,755 kilometers (41,104,095 miles); Austria, 29,167,664 kilometers (18,123,711 miles); Russia, 23,203,638 kilometers (14,418,045 miles); Hungary, 12,504,957 kilometers (7,770,205 miles); Spain, 5,942,754 kilometers (3,692,649 miles); Sweden, 5,656,897 kilometers (3,516,026 miles); Switzerland, 4,772,740 kilometers (2,965,637 miles).

No statements on this head were furnished for Great Britain.

11th. In respect to *the distance of transportation of mails effected by modes of conveyance other than by railroads*, the United States ranks first, with 121,713,592 kilometers (75,599,174 miles); Germany next, with 62,745,103 kilometers (38,989,925 miles); then France, 48,869,120 kilometers (30,365,805 miles); Russia, 33,415,955 kilometers (20,763,673 miles); Austria, 31,743,825 kilometers (19,724,661 miles).

No statements on this head were furnished for Great Britain.

12th. In respect to *the gross postal revenues*, the principal countries rank as follows: Germany, 190,229,319 francs; the United States, 176,453,627; Great Britain, 168,335,675; France, 112,687,572; Russia, 56,694,540; Austria, 41,519,703; Italy, 28,189,618; British India, 22,324,407; Spain, 18,723,485; Switzerland, 17,589,901; Hungary, 15,890,022; Belgium, 11,599,607; The Netherlands, 8,828,838; Sweden, 7,133,273; Japan, 6,439,847; Denmark, 5,550,803 francs.

13th. The postal service of the following countries in 1880 yielded *net revenues*, in francs, as follows: Great Britain, 64,944,200 francs; France, 32,303,646; Germany, 22,017,689; Spain, 10,751,753; Austria, 4,582,700; Belgium, 3,836,839; Italy, 3,831,683; Hungary, 2,766,615; The Netherlands, 2,180,341; Switzerland, 2,011,864; British India, 994,485; Sweden, 929,811 francs.

The annual deficit in the United States for the same year was 16,536,575 francs, and in Russia 4,520,176 francs.

The order of this department discontinuing the annual count of domestic correspondence has, it is regretted, rendered incomplete the statistics furnished the International Bureau for the fiscal year ended June 30, 1881, and will prevent any comparison for that year between our domestic correspondence and that of other countries of the Universal Postal Union.

SUBJECTS REQUIRING LEGISLATION.

Article 6 of the Universal Postal Union Convention concluded at Paris, June 1, 1878, provides for the payment, in case of the loss of a registered article, and except in case of *force majeure*, of an indemnity of 50 francs to the sender, or, at his request, to the addressee, by the

administration upon whose territory or in whose maritime service the loss has occurred; but permits, as a temporary measure, the administrations of the countries beyond Europe whose legislation was at that time opposed to the principle of responsibility to postpone its application until they shall have obtained from the legislative power authority to subscribe to it. To enable this department to carry into effect this provision of the Paris Convention, your predecessors have recommended in each annual report since the conclusion of the Paris Convention, that the necessary authority therefor be given by law. Bills have been introduced in Congress for that object which have passed the Senate, but have not been acted upon by the House of Representatives. I respectfully suggest that the attention of Congress be again called by this department to the importance of enacting the necessary legislation on this subject.

The countries and colonies of the Universal Postal Union outside of Europe which, up to the latest advices, have agreed to the principle of responsibility in case of loss on their territory, or in their maritime service, of a registered article, are as follows:

| | | |
|--------------------------------|-------------------|----------------------|
| Egypt, ° | Bermudas, | Saint Christopher, |
| British India, | Ceylon, | Saint Lucia, |
| Persia, | Gold Coast, | Seychelles, |
| The Danish Colonies, | Dominica, | Sierra Leone, |
| The Spanish Colonies, | Gambia, | Straits Settlements, |
| The French Colonies, | Grenada, | Newfoundland, |
| The Netherlands Colonies, | British Guiana, | Tobago, |
| The Portuguese Colonies, | British Honduras, | Trinidad, |
| The United States of Colombia, | Hong-Kong, | Turk's Islands, |
| The Republic of Hayti, | Jamaica, | Virgin Isles, |
| Antigua, | Labuan, | Saint Vincent, |
| Bahamas, | Lagos, | Cyprus, |
| | Mauritius, | Barbadoes, |
| | Montserrat, | Chili, |
| | Nevis, | Hawaii. |

This department, as also the postal administrations of Peru, the United States of Venezuela, and the Republic of Liberia, have advised the International Bureau of the Postal Union that they have submitted to their national legislatures projects of laws authorizing them to subscribe to the principle of responsibility in the matter of registered articles exchanged with other postal-union countries.

I also respectfully suggest that the recommendations of your predecessors for such a modification of the provisions of section 17 of the act of March 3, 1879, as will authorize the adoption, by the Secretary of the Treasury and the Postmaster-General, of regulations extending to all dutiable articles of mail-matter received by mail from foreign countries the same facilities of transmission by mail to destination and delivery to the addressees, subject to payment of customs duty, as are now extended to dutiable books received from countries of the Universal Postal Union.

SPECIAL POSTAL-UNION INTERNATIONAL EXCHANGES.

A project of an arrangement relative to an international exchange of small parcels not exceeding 3 kilograms in weight, which was submitted by the delegates of Germany to the Paris Convention of 1878, resulted

in the assemblage at Paris, in October, 1880, of a Postal Conference, which, on the 3d day of November following, concluded a convention to go into operation October 1, 1881, for an exchange of such parcels between Germany, Austro-Hungary, Belgium, Bulgaria, Denmark, Egypt, Spain, France, Great Britain and Ireland, British India, Italy, Luxemburg, Montenegro, The Netherlands, Persia, Portugal, Roumania, Servia, Sweden, Norway, Switzerland, and Turkey.

The postal-union countries which have taken advantage, to date, of the permission given in Article 14 of the Paris Convention to make mutual arrangements for the exchange of postal cards with paid reply are as follows: Argentine Republic, Austro-Hungary, Belgium, Brazil, Colombia [United States of], Cuba, France, Germany, Greece, Honduras [Republic of], Italy, Luxemburg, Netherlands, Netherlands Colonies in the East Indies, Norway, Paraguay, Persia, Porto Rico, Portugal, Portuguese Colonies, Roumania, San Salvador, Servia, Spain, Spanish Colonies, Sweden, Switzerland, Turkey, and Uruguay.

MISCELLANEOUS.

Postal intercourse between the United States and foreign countries has been maintained during the year with accustomed regularity, and without interruption, save in the following instances:

The prevalence of yellow fever during summer months, and the quarantine regulations resulting therefrom at New Orleans, La.; Galveston, Tex.; Key West, Fla., and several towns on the Rio Grande, compelled the temporary use of less direct routes for the transmission of exchanges between the United States and Mexico and Havana, Cuba, respectively, involving delay to the mails to some extent.

The occupation by Chilian forces of Peruvian territory, resulting in the suppression of the postal establishments of Peru, and the establishment in their stead of Chilian post-offices, under the charge and direction of the military forces of Chili, whilst giving rise to anomalous complications, has, at the same time, occasioned delays to the mails from the United States for Peru, and complaints of alleged loss of correspondence.

In connection with the above, it should be stated that direct postal intercourse with Brazil, and other countries on the east coast of South America, and with a considerable portion of the West India Islands, is entirely dependent upon the maritime commercial carrying trade with those countries and islands, the varying necessities of which render the mail service irregular and uncertain, and not infrequently prevent sufficient notice to the public of the dispatches occurring.

Very respectfully,

JOSEPH H. BLACKFAN,
Superintendent.

STATISTICS OF FOREIGN MAILS.

A.—Statement showing the amounts recognized in payment of ocean-mail transportation performed during the fiscal year ended June 30, 1882.

TRANSATLANTIC.

| | | |
|-------------------------------------------------------------------|-------------|---------------------|
| By Cunard line, 50 trips from New York | \$33,373 24 | |
| By Cunard line, 46 trips from Boston | 840 90 | |
| | | <u>\$34,214 14</u> |
| By Hamburg line, 51 trips from New York | | 24,809 02 |
| By Liverpool and Great Western line, 49 trips from New York | | 58,210 48 |
| By North German Lloyd line, 68 trips from New York | 37,767 51 | |
| By North German Lloyd line, 36 trips from Baltimore | 28 69 | |
| | | <u>37,796 20</u> |
| By White Star line, 53 trips from New York | | 39,097 06 |
| By Inman line, 50 trips from New York | | 28,043 53 |
| By Anchor line, 50 trips from New York | | 5,023 25 |
| By Canadian line, 50 trips | | 408 77 |
| By American line, 38 trips from Philadelphia | | 3,233 16 |
| | | <u>\$230,835 61</u> |

TRANSPACIFIC.

| | | |
|---------------------------------------------------------------------------|-----------|--------------------|
| To Japan and Hong-Kong, China, and the East Indies, via Hong-Kong: | | |
| By Pacific Mail line | \$981 30 | |
| By Occidental and Oriental line | 2,205 83 | |
| By vessels of other lines | 48 01 | |
| | | <u>\$3,235 14</u> |
| To Shanghai, China: | | |
| By Pacific Mail line | 482 60 | |
| By Occidental and Oriental line | 908 38 | |
| | | <u>1,390 98</u> |
| To Australia, New Zealand, Fiji Islands, &c.: | | |
| By Pacific Mail line | 11,301 34 | |
| By vessels of other lines | 609 92 | |
| | | <u>11,911 26</u> |
| | | <u>\$16,537 38</u> |

MISCELLANEOUS.

| | | |
|-----------------------------------------------------------------------------------|------------|---------------------|
| To and from the Isthmus of Panama, Central America, and the South Pacific: | | |
| Outward mails | \$6,547 92 | |
| Inward mails | 1,731 73 | |
| | | <u>\$8,279 64</u> |
| To Mexico | | 5,214 78 |
| To Cuba and Porto Rico | | 7,128 62 |
| To and from other West India Islands: | | |
| Outward mails | 3,715 63 | |
| Inward mails | 56 02 | |
| | | <u>3,771 65</u> |
| To Brazil, Argentine Republic, Paraguay, and Uruguay | | 4,100 58 |
| To Venezuela and Curaçoa | | 832 03 |
| To Canada | | 792 42 |
| To Newfoundland | | 21 54 |
| | | <u>\$30,141 26</u> |
| Total | | <u>\$277,514 25</u> |

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

B.—Table showing the countries and colonies which, since June 30, 1876, have been added to the original Postal Union formed by the treaty concluded at Berne, October 9, 1874, and the dates upon which the said countries and colonies adhered to the Union.

| | | |
|-----------------------------------------------------------------------------------------------------|-------|-----------|
| British India..... | July | 1, 1876. |
| French colonies (except Bassam and Assinie)..... | July | 1, 1876. |
| Bermuda, islands of..... | April | 1, 1877. |
| Ceylon..... | April | 1, 1877. |
| Guiana, British..... | April | 1, 1877. |
| Hong-Kong..... | April | 1, 1877. |
| Jamaica..... | April | 1, 1877. |
| Labuan..... | April | 1, 1877. |
| Mauritius and dependencies..... | April | 1, 1877. |
| Straits Settlements..... | April | 1, 1877. |
| Trinidad..... | April | 1, 1877. |
| Tunis, Italian post-office at..... | April | 1, 1877. |
| Netherlands colonies in Asia, Oceanica, and America..... | May | 1, 1877. |
| Spanish colonies in Africa, Asia, Oceanica, and America..... | May | 1, 1877. |
| Tunis, French post-office at..... | May | 1, 1877. |
| Tangier, French post-office at..... | May | 1, 1877. |
| Japan..... | June | 1, 1877. |
| Portuguese colonies..... | June | 1, 1877. |
| Brazil..... | July | 1, 1877. |
| Hong-Kong post-offices at Canton, Swatow, Amoy, Foo-Chow, Ningpo, Shanghai, and Hankow (China)..... | Aug. | 18, 1877. |
| Danish colonies of St. Thomas, St. Croix, and St. Jean..... | Sept. | 1, 1877. |
| Greenland..... | Sept. | 1, 1877. |
| Persia..... | Sept. | 1, 1877. |
| Shanghai, French post-office at..... | Oct. | 1, 1877. |
| Cambodia, French post-office at..... | Jan. | 1, 1878. |
| Tonquin, French post-office at..... | Jan. | 1, 1878. |
| Argentine Republic..... | Jan. | 1, 1878. |
| Hong-Kong post-offices at Hai-Phung and Hainoi (Tonquin)..... | April | 23, 1878. |
| Canada..... | Aug. | 1, 1878. |
| Soodan..... | Aug. | 14, 1878. |
| Cyprus, island of..... | Dec. | 20, 1878. |
| British colonies on the west coast of Africa..... | Jan. | 1, 1879. |
| Falkland Islands..... | Jan. | 1, 1879. |
| Honduras, British..... | Jan. | 1, 1879. |
| Newfoundland..... | Jan. | 1, 1879. |
| Andorra, Republic of..... | April | 1, 1879. |
| Ionian Isles..... | April | 1, 1879. |
| Liberia..... | April | 1, 1879. |
| Lichtenstein, Principality of..... | April | 1, 1879. |
| Mexico..... | April | 1, 1879. |
| Monaco, Principality of..... | April | 1, 1879. |
| Nubia..... | April | 1, 1879. |
| Peru..... | April | 1, 1879. |
| San Marino, Republic of..... | April | 1, 1879. |
| San Salvador, Republic of..... | April | 1, 1879. |
| Tripoli, Italian post-office at..... | April | 1, 1879. |
| Bulgaria..... | July | 1, 1879. |
| Leeward Islands (British)..... | July | 1, 1879. |
| Honduras, Republic of..... | Oct. | 1, 1879. |
| Venezuela..... | Jan. | 1, 1880. |
| Bahama Islands..... | July | 1, 1880. |
| Ecuador..... | July | 1, 1880. |
| French colonies of Grand Bassam and Assinie (dependencies of Gaboon)..... | July | 1, 1880. |
| Uruguay..... | July | 1, 1880. |
| Dominica, Republic of..... | Oct. | 1, 1880. |
| Grenada..... | Feb. | 1, 1881. |
| St. Lucia..... | Feb. | 1, 1881. |
| Tobago..... | Feb. | 1, 1881. |
| Turk's Islands..... | Feb. | 1, 1881. |
| Chili, Republic of..... | April | 1, 1881. |
| Hayti, Republic of..... | July | 1, 1881. |
| Paraguay, Republic of..... | July | 1, 1881. |
| Colombia, United States of..... | July | 1, 1881. |
| Guatemala, Republic of..... | Aug. | 1, 1881. |
| Barbadoes..... | Sept. | 1, 1881. |

| | |
|-------------------------------|---------------|
| St. Vincent | Sept. 1, 1881 |
| Hawaiian Islands | Jan. 1, 1882 |
| Nicaragua, Republic of | May 1, 1882 |
| Costa Rica, Republic of | Jan. 1, 1883 |

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

C.—Table showing the equivalents, so far reported, according to which, in pursuance of Article 7 of the Paris Convention, postage rates are levied in countries of the Universal Postal Union which have not the franc for a monetary unit, and the fees charged for registration and return receipts.

| Countries. | 25 centimes. | 10 centimes. | 5 centimes. | Charge for registration. | Charge for return receipts. |
|----------------------------------|-----------------------------------|-----------------------------------|----------------------------------|--------------------------|-----------------------------|
| Antigua | 2½ pence | 1 penny | ½ penny | 2 pence | 2½ pence. |
| Argentine Republic | 8 centavos | 4 centavos | 2 centavos | 16 centavos | 8 centavos. |
| Austria-Hungary | 10 kreuzer | 5 kreuzer | 3 kreuzer | 10 kreuzer | 10 kreuzer. |
| Barbadoes | 2½ pence | 1 penny | ½ penny | 4 pence | 2½ pence. |
| Belgium | | | | 25 centimes | 25 centimes. |
| Bermudas | 2½ pence | 1 penny | ½ penny | 2 pence | 2½ pence. |
| Brazil | 100 reis | 50 reis | 25 reis | 200 reis | 100 reis. |
| Bulgaria | | | | 25 centimes | 25 centimes. |
| Canada | 5 cents | 2 cents | 1 cent | 5 cents | 5 cents. |
| Ceylon | ½ rupee | ¼ rupee | ¼ rupee | ½ rupee | ½ rupee. |
| Chili | 5 centavos | 2 centavos | 1 centavo | 10 centavos | 5 centavos. |
| Colombia, United States of | 5 centavos | 2 centavos | 1 centavo | 10 centavos | 5 centavos. |
| Cuba and Porto Rico | 5 centimos | 2 centimos | 1 centimo de peso. | | |
| Cyprus | 2 piastres (English) or 80 paras. | 1 piastre (English) or 40 paras. | ½ piastre (English) or 20 paras. | | |
| Denmark | 20 öre | 10 öre | 5 öre | 16 öre | 8 öre. |
| Dominica, Republic of | | | | 10 centavos | 5 centavos. |
| Dominica | 2½ pence | 1 penny | ½ penny | 2 pence | 2½ pence. |
| Egypt | 1 piastre | 20 paras. | 10 paras. | 1 piastre | 1 piastre. |
| Falkland Islands | 2½ pence | 1 penny | ½ penny | 4 pence | 2½ pence. |
| France and Colonies | | | | 25 centimes | 10 centimes. |
| Gambia | 2½ pence | 1 penny | ½ penny | 2 pence | 1 penny. |
| Germany | 20 pfennig | 10 pfennig | 5 pfennig | 20 pfennig | 20 pfennig. |
| Gold Coast | 2½ pence | 1 penny | ½ penny | 2 pence | 2½ pence. |
| Great Britain | 2½ pence | 1 penny | ½ penny | 2 pence | 2½ pence. |
| Greece | 30 lepta | 15 lepta | 5 lepta | 20 lepta | 20 lepta. |
| Greenland | | | | 16 öre | 8 öre. |
| Grenada | 2½ pence | 1 penny | ½ penny | 2 pence | 2½ pence. |
| Guatamala | 5 centavos | 2 centavos | 1 centavo | 10 centavos | 5 centavos. |
| Guiana, British | 5 cents | 2 cents | 1 cent | | |
| Guiana, Dutch | 12½ cents | 5 cents | 2½ cents | 10 cents | 10 cents. |
| Hayti | 5 centièmes de gourde. | 2 centièmes de gourde. | 1 centièmes de gourde. | 10 centièmes de gourde. | 5 centièmes de gourde. |
| Hawaiian Islands | 5 cents | 2 cents | 1 cent | 10 cents | 5 cents. |
| Honduras | | | | 10 centavos | 5 centavos. |
| Honduras, British | 2½ pence | 1 penny | ½ penny | 4 pence | 2½ pence. |
| Hong-Kong | 5 cents | 2 cents | 1 cent | 10 cents | 5 cents. |
| India, British | 2 annas | ½ anna | ¼ anna | 2 annas | 2 annas. |
| Italy | | | | 25 centimes | 25 centimes. |
| Jamaica | 2½ pence | 1 penny | ½ penny | 4 pence | 2 pence. |
| Japan | 5 sen | 2 sen | 1 sen | 10 sen | 5 sen. |
| Labuan | 5 cents | 2 cents | 1 cent | 8 cents | 5 cents. |
| Lagos | 2½ pence | 1 penny | ½ penny | 2 pence | 2½ pence. |
| Luxemburg | | | | 20 centimes | 20 centimes. |
| Mauritius | ½ rupee | ¼ rupee | ¼ rupee | ½ rupee | ½ rupee. |
| Mexico | 5 centavos | 2 centavos | 1 centavo | 10 centavos | 5 centavos. |
| Montenegro | 10 soldi | 5 soldi | 3 soldi | 10 soldi novici. | 10 soldi novici. |
| Montserrat | 2½ pence | 1 penny | ½ penny | 2 pence | 2½ pence. |
| Netherlands | 12½ cents | 5 cents | 2½ cents | 10 cents | 10 cents. |
| Netherland Indies | 12½ cents | 5 cents | 2½ cents | 10 cents | 10 cents. |
| Nevis | 2½ pence | 1 penny | ½ penny | 2 pence | 2½ pence. |
| Newfoundland | 5 cents | 2 cents | 1 cent | 5 cents | 5 cents. |
| Nicaragua | 5 centavos | 2 centavos | 1 centavo | 10 centavos | 5 centavos. |
| Norway | 20 öre | 10 öre | 5 öre | 20 öre | 20 öre. |
| Paraguay | 5 centavos de peso (peso fuerte). | 2 centavos de peso (peso fuerte). | 1 centavo de peso (peso fuerte). | 10 centavos | 5 centavos. |
| Persia | 5 shahis | 2 shahis | 1 shahi | 10 shahis | 5 shahis. |
| Peru | 5 centavos | 2 centavos | 1 centavo | 10 centavos | 5 centavos. |
| Philippine Islands | 5 centimos de peso. | 2 centimos de peso. | 1 centimo de peso. | | |
| Portugal | 50 reis | 20 reis | 10 reis | 50 reis | 50 reis. |

Table showing the equivalent postage rates of the Universal Postal Union, &c.—Continued.

| Countries. | 25 centimes. | 10 centimes. | 5 centimes. | Charge for registration. | Charge for return receipt. |
|-------------------------------|---------------------|---------------------|--------------------|--------------------------|----------------------------|
| Portuguese Colonies | 50 reis | 20 reis | 10 reis | 100 reis | 40 reis. |
| Roumania | | | | 25 centimes | 25 centimes. |
| Russia | 7 kopecks | 3 kopecks | 2 kopecks | 7 kopecks | 7 kopecks. |
| San Salvador | 5 centavos de peso. | 2 centavos de peso. | 1 centavo de peso. | 10 centavos | 5 centavos. |
| Servia * | 25 paras | 10 paras | 5 paras | 20 paras | 20 paras. |
| Sierra Leone | 2½ pence | 1 penny | ½ penny | 2 pence | 2½ pence. |
| Spain | | | | 25 centimes | 10 centimes. |
| St. Christopher | 2½ pence | 1 penny | ½ penny | 2 pence | 2½ pence. |
| St. Lucia | 2½ pence | 1 penny | ½ penny | 5 pence | 2½ pence. |
| St. Vincent | 2½ pence | 1 penny | ½ penny | | |
| Straits Settlements | 5 cents | 2 cents | 1 cent | 8 cents | 5 cents. |
| Sweden | 20 öre | 10 öre | 5 öre | 18 öre | 12 öre. |
| Switzerland | | | | 25 centimes | 20 centimes. |
| Tobago | 2½ pence | 1 penny | ½ penny | 4 pence | 2½ pence. |
| Trinidad | 2½ pence | 1 penny | ½ penny | 2 pence | 2½ pence. |
| Turkey | 40 paras | 16 paras | 8 paras | 40 paras | 40 paras. |
| Turk's Islands | 2½ pence | 1 penny | ½ penny | 4 pence | 2½ pence. |
| United States | 5 cents | 2 cents | 1 cent | 10 cents | No charge. |
| Uruguay | | | | 10 centavos | 5 centavos. |
| West Indies, Danish | 20 öre | 10 öre | 5 öre | 7 cents | 3 cents. |
| West Indies, Netherland | 12½ cents | 5 cents | 2½ cents | 10 cents | 10 cents. |

* 1 dinar of 100 paras = 1 franc.

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

D.—POSTE RESTANTE LETTERS.

The following are the regulations which determine, in the different countries of the Universal Postal Union, the length of time for retaining in the offices of destination unclaimed correspondence addressed "*poste restante*":

| | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| Great Britain and Germany | 1 month for correspondence of domestic origin, and 2 months for correspondence of foreign origin. |
| Curacao, West Indies | |
| Cyprus, Dominica, and Island of Montserrat | 1 month. |
| Ceylon | 1 month; but if addressed to persons aboard of vessels expected to arrive it is kept 3 months. |
| Liberia | 1 month for correspondence originating in establishments and islands on the West Coast of Africa, and 3 months for any other correspondence. |
| Antigua, Austria, Bermuda, British Honduras, Dutch Guiana, Egypt, France, Grenada, Hungary, Italy, Japan, Island of Nevis, Paraguay, Peru, Roumania, Salvador, Servia, Spain, St. Christopher, St. Lucia, Trinidad, Turk's Islands, Virgin Islands | 2 months. |
| Canada | 2 months in country post-offices and 1 month in city post-offices, after which it is sent to the dead letter office. |
| Netherlands | 6 weeks. |
| Denmark | 2 months for correspondence originating in Germany, and 3 months for correspondence of all other origin. |
| British Guiana | 2 months, as a general rule, and 3 or 4 months in exceptional cases. |

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| San Domingo | { 2 months for domestic correspondence, and 3 months for international correspondence. |
| Jamaica | { 8 weeks. |
| Brazil, Danish West Indies, French Colonies, Gambia, Gold Coast, Greece, Lagos, Luxemburg, Newfoundland, Norway, Persia, Seychelles, Switzerland, Tobago, United States of America. | { 3 months. |
| Belgium | { Until the 5th of the third month following that in which the correspondence reached the office. |
| Hong-Kong | { 3 months; but if addressed to persons on board sailing ships, 4 months. |
| Sweden | { Until the expiration of the quarter following its arrival. |
| Russia and Bulgaria | { 4 months. |
| British India | { 4 months when the correspondence is addressed to Calcutta, to Madras, to Bombay, to Aden, to Rangoon, or to Kurra- chee; and for 1 month only when to other destinations. |
| Hawaii, Mexico, St. Vincent, Straits Settlements. | { 6 months. |
| Portugal | { 6 months for domestic correspondence, and 3 months for international correspondence. |
| Netherland East Indies | { 3 months in the office of destination, and 3 months longer in the central administration. |
| Chili | { 3 months in the office of destination, and 6 months longer in the dead letter office of the central administration. |
| Argentine Republic | { 9 months in the office of destination, and 3 months longer in the central administration. |
| Honduras, Hayti, Mauritius, Singapore, and Uruguay. | { 1 year. |
| Guatemala and Venezuela | { 2 years. |
| Labuan | { Until there is little or no hope that it can be delivered. |

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

E.—RECAPITULATION OF THE REGULATIONS WITHIN THE POSTAL UNION RESPECTING THE STOPPAGE, FOR RETURN TO THE SENDERS, OF LETTERS OF THE INTERNATIONAL SERVICE.

From information communicated to the International Bureau respecting the legislation of the different countries of the Universal Postal Union on the subject of the property of letters in course of transportation, and the authority to stop letters of the international service (ordinary or registered) circulating in their territory before delivery to the addressees, it appears that, in order to return them to the senders, the administrations of the Union which consent to stop upon their territory the letters of the international service, the withdrawing of which may be requested by the administration of the country of origin, are the following:

Argentine Republic, Austria, Batavia, Belgium, Brazil, British India, Bulgaria, Chili, Curacao, Denmark, Danish Colonies, Egypt, France, French Colonies, Germany, Hayti, Honduras, Republic of; Hong-Kong, Hungary, Italy, Luxemburg, Montenegro, Netherlands, Nicaragua, Norway, Paraguay, Persia, Peru, Portugal, Portuguese Colonies, Roumania, Russia, Surinam, Sweden, Switzerland, Trinidad, United States of America, and Uruguay.

Certain of these administrations, however, have made reservations as follows:

The administrations of *Bulgaria, Egypt, France, French Colonies, Portugal, Sweden, and the United States of America* consent to return letters of the international service,

under the reservation that the administrations of the countries of origin which make the request for withdrawal remain responsible for such withdrawal.

The administration of *Bulgaria* will return letters to the senders on their complying with certain forms for identification, and for taking any responsibility off that administration. "If a request for the return of a letter comes from abroad, either by letter from a foreign administration or direct from the sender, the letter the return of which is requested, if not yet delivered, will be sent to the dispatching office, which will be responsible for the consequences of such return."

The *French* office has notified the administrations of the Union "that when they address to it a telegram asking the return of a letter, they assume the responsibility of all the consequences of such a measure, and that the fact alone of sending the telegram implies that responsibility on the part of the office of origin, although it should not be mentioned in the demand."

The administrations of *Luxemburg* and *Norway* do not refuse to return letters of the international service if the request is made by the administration of the country of origin, unless the legislation of that country does not attribute to the sender the ownership of articles in course of transportation.

The administration of *Sweden* requires (1) that requests for return to the senders of letters of the international service destined for Sweden must always be made by the central administration of the country of origin, and must be addressed to the central administration at Stockholm; (2) that in addressing to the Swedish office a request for the return of a letter the administrations of the Union assume the responsibility for all the consequences of such a request, and that the simple fact of making such a request by telegram implies such a responsibility on the part of the office of origin, even if it should not be mentioned in the telegram.

The *Italian* administration consents only to return registered or insured letters.

In order that the *Brazilian*, *German*, and *Portuguese Colonies'* administrations may allow requests for withdrawal, it is indispensable that the requests should specify that the identity of the sender has been established.

The regulations of the *Swiss* administration authorize the return to the sender of an article of international correspondence, unless the addressee has been officially notified of the arrival of such article and has requested its delivery.

The administration of *Hong-Kong* cannot stop a letter circulating over its territory except by special order coming from the governor of the colony or from Her Majesty's consul.

The administrations of *Persia* and the *Virgin Islands* consent only to the return of registered letters.

The administration of *Hayti* will return letters of the international service in case the administration of the country of origin makes the request by telegraph.

The administration of *Montenegro* consents to return letters of the international service, if the sender makes the request by telegram or letter fully establishing his identity.

The administrations of *Uruguay* and *St. Domingo* consent to return letters of the international service if the request is made in the name of the sender, by the administration of the country of origin, which assumes all the consequences which may result from such a return.

The administration of *Chili* consents to return letters of the international service on the following conditions:

(a.) The demand for return must be addressed by the central administration of the country of origin to the General Direction of Posts of Chili.

(b.) The administration of the country of origin assumes the responsibility for all consequences involved in such return.

(c.) The simple fact of sending a telegram requesting such return implies this responsibility, even if no special mention is made of it.

The administration of *Nicaragua* consents to return letters of the international service at the request of the central postal administration of the country of origin if the sender is able to prove his identity by two witnesses in the presence of a postal agent, and is also able to prove the authenticity of his signature.

The regulations of the Post Office Department of the *United States* require conclusive proof of identity, and that the purpose shall be such as would justify a resort to a reserved power, never to be exercised except in an emergency which admits of no other remedy; and that the application for return be made by the sender, approved by the postal administration of the country of origin, and transmitted by it, such approval being understood in all cases to involve the assumption by such country of origin of any liability for damages that may arise out of such return.

The administrations of the Union which are not authorized to return letters of the international service, to have them placed at the disposition of the senders, are the following: *Antigua*, *Achamas*, *Barbadoes*, *Bermuda*, *British Guiana*, *British Honduras*, *Canada*, *Colombia*, *U. S. of*; *Cyprus*, *Dominica*, *Falkland Islands*, *Gambia*, *Great Britain*, *Greece*, *Grenada*, *Jamaica*, *Japan*, *Lagos*, *Liberia*, *Mauritius*, *Neris*, *Newfoundland*, *St.*

Lucia, St. Vincent, San Salvador, Seychelles, Sierra Leone, Spain, Spanish Colonies, Straits Settlements, Tobago, Turkey, Turk's Island, Venezuela.

The administrations which had not, on the 26th of September, 1881, replied to the inquiry made by the International Bureau on this subject are those of *Ceylon, Gold Coast, Mexico, Montserrat, Servia, and St. Christopher.*

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

F.—Statement of surtaxes (postage in excess of the general Union rates) charged in countries of the Postal Union on correspondence addressed to the United States, reduced to centimes.

| Countries. | Letters, per 15 grams. | | Postal cards, each. | | Other articles, per 50 grams. | |
|----------------------------------------|------------------------|------|----------------------|------|-------------------------------|------|
| | Currency of country. | Cms. | Currency of country. | Cms. | Currency of country. | Cms. |
| Antigua | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Argentine Republic | 4 centavos | 10 | 2 centavos | 5 | 2 centavos | 5 |
| Barbadoes | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Brazil | 100 reis | 20 | 25 reis | 5 | 25 reis | 5 |
| British Honduras* | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| British India | 1 anna | 12½ | ½ anna | 5 | ½ anna | 5 |
| British India, via Brindisi | 2½ annas | 30 | ½ anna | 5 | ½ anna | 10 |
| Ceylon | .06 of rupee | 15 | .02 of rupee | 5 | .02 of rupee | 5 |
| Ceylon, via Brindisi | .08 of rupee | 20 | .04 of rupee | 10 | .04 of rupee | 10 |
| Chili, via Strait of Magellan | 5 centavos | 25 | 1 centavo | 5 | 1 centavo | 5 |
| Chili, via Panama | 6 centavos | 30 | 2 centavos | 10 | 2 centavos | 10 |
| Colombia, United States of | 5 centavos | 10 | | | | |
| Curaçoa | 12½ cents | 25 | 2½ cents | 5 | 2½ cents | 5 |
| Cyprus | 1 piastre | 10 | ½ piastre | 5 | ½ piastre | 5 |
| Denmark* | 10 öre | 10 | 5 öre | 5 | 5 öre | 5 |
| Danish West Indies | 5 cents | 25 | 1 cent | 5 | 1 cent | 5 |
| Dominica | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Falkland Islands | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Gambia | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Gold Coast | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Greenland | 20 öre | 25 | 10 öre | 5 | 5 öre | 5 |
| Grenada and Grenadilles | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Guatemala | 5 centavos | 25 | 1 centavo | 5 | 1 centavo | 5 |
| Hawaii | 5 cents | 25 | 1 cent | 5 | 1 cent | 5 |
| Haiti | 5 centièmes | 25 | 1 centièmède | 5 | 1 centièmède | 5 |
| Honduras, Republic of | de gourde. | | | | gourde. | |
| Hong-Kong | 5 centavos | 25 | 1 centavo | 5 | 1 centavo | 5 |
| Jamaica | 5 cents | 25 | 1 cent | 5 | 1 cent | 5 |
| Labuan, via Brindisi | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Labuan, via other routes | 7 cents | 10 | 2 cents | 5 | 2 cents | 5 |
| Lagos | 5 cents | 25 | 1 cent | 5 | 1 cent | 5 |
| Iberia, other routes than via Brindisi | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Iberia, via Brindisi | 2 cents | 10 | 1 cent | 5 | 1 cent | 5 |
| Mauritius and Seychelles | 4 cents | 20 | 2 cents | 10 | 2 cents | 10 |
| Montserrat | .07 of rupee | 15 | .02 of rupee | 5 | .02 of rupee | 5 |
| Netherlands East Indies | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Netherlands Guiana | 12½ cents | 25 | 2½ cents | 5 | 2½ cents | 5 |
| Nevis | 12½ cents | 25 | 2½ cents | 5 | 2½ cents | 5 |
| Newfoundland | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Nicaragua | 3 cents | 15 | 1 cent | 5 | 1 cent | 5 |
| Norway | 5 centavos | 25 | 1 centavo | 5 | 1 centavo | 5 |
| Paraguay | 5 öre | 5 | | | | |
| Persia | 5 centavos | 25 | 1 centavo | 5 | 1 centavo | 5 |
| Peru, via San Francisco | 2 shahis | 10 | | | 2 shahis | 10 |
| Peru, via Panama | 5 centavos | 25 | 1 centavo | 5 | 1 centavo | 5 |
| Portuguese Colonies | 6 centavos | 30 | 2 centavos | 10 | 2 centavos | 10 |
| Salvador, via Brindisi | 50 reis | 25 | 10 reis | 5 | 10 reis | 5 |
| Salvador, via other routes | 6 centavos | 30 | 1 centavo | 5 | 2 centavos | 10 |
| San Domingo | 5 centavos | 25 | 1 centavo | 5 | 1 centavo | 5 |
| Sierra Leone | 5 centavos | 25 | 1 centavo | 5 | 1 centavo | 5 |
| St. Lucia | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Straits Settlements | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Straits Settlements, via Brindisi | 3 cents | 15 | 1 cent | 5 | 1 cent | 5 |
| Tobago | 7 cents | 35 | 2 cents | 10 | 3 cents | 15 |
| Trinidad | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Turk's Island | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Uruguay | 1½ pence | 15 | ½ penny | 5 | ½ penny | 5 |
| Venezuela | 5 centavos | 25 | 1 centavo | 5 | 1 centavo | 5 |
| Virgin Isles | .025 of a Bolivar. | 25 | .05 of a Bolivar. | 5 | .05 of a Bolivar. | 5 |

*If liable to the sea-transit rate of 15 francs, and 1 franc, respectively.

†One anna on each newspaper of 4 ounces weight or less.

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

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AMENDED ARTICLE

TO REPLACE

ARTICLE 2 OF THE ADDITIONAL ARTICLES OF AGREEMENT OF ^{APRIL 28,}
^{MAY 3,} 1881,

BETWEEN

THE UNITED STATES OF AMERICA AND THE DOMINION OF CANADA.

In order to effectively protect the postal revenues of the United States from the evasive practices of persons or firms who seek to elude the postal laws and regulations of the United States by posting their publications in Canada, the undersigned, duly authorized by their respective governments, have agreed to replace Article 2 of the Additional Articles of Agreement of ^{April 28,}
^{May 3,} by the following

ARTICLE.

When newspapers, periodicals, and other printed matter, published or originating in the United States, or purporting to be published in the United States, or circulated on behalf of a person or firm doing business in the United States, are posted in Canada for destinations in the United States, apparently to evade the postage rates or regulations applicable to such matter in the United States, the Canada Post Office may require prepayment of the same to be made at a rate equivalent to the domestic postage chargeable thereon by the laws of the United States.

The present article takes effect immediately.

In witness whereof the Postmaster General of the United States and the Postmaster General of Canada have hereunto set their hands and affixed their seals at the date set opposite to each respectively.

[SEAL.]

TIMOTHY O. HOWE,

Postmaster General of the United States.

WASHINGTON, *February 16th*, 1882.

[SEAL.]

JOHN O'CONNER,

Postmaster General of Canada.

OTTAWA, *10th Feb'y*, 1882.

I hereby approve the foregoing Amended Article, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

CHESTER A. ARTHUR.

By the President:

FREDERICK T. FRELINGHUYSEN,
Secretary of State.

WASHINGTON, *February 16th*, 1882.

A G R E E M E N T

BETWEEN

THE UNITED STATES AND BELGIUM

FOR

INCREASING THE LIMITS OF WEIGHT AND THE DIMENSIONS OF PACKETS OF PATTERNS OF MERCHANDIZE EXCHANGED THROUGH THE POST BETWEEN THE TWO COUNTRIES.

Signed at Washington, February 7th, 1882.

The Post-Office Department of the United States and the Postal Administration of Belgium, desiring to facilitate the postal relations between the two countries, and in exercise of the power given to them under Article XV of the Convention of the Universal Postal Union, concluded in Paris on the 1st June, 1878, the undersigned, duly authorized by their respective Governments, have agreed as follows: The limits of weight and the dimensions of packets of patterns of merchandize exchanged through the post between Belgium on the one part, and the United States on the other part, may be increased by the Postal Administration of the country of origin beyond those which have been fixed by Article V of the International Convention of the 1st June, 1878, under the express reservation that such limits shall not exceed the following: viz:

In weight, 350 grammes.

In { 30 centimetres, length.
dimen- { 20 centimetres, breadth.
sions, { 10 centimetres, depth.

The present Agreement shall take effect on the first day of April, 1882.

In witness whereof they have

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L'office Général des Postes des Etats Unis et l'Administration des Postes de la Belgique, désirant faciliter les relations postales entre les deux pays, et usant de la faculté qui leur est laissée par l'Article XV de la Convention de l'Union Postale Universelle conclue à Paris le 1^{er} Juin, 1878, les soussignés, dûment autorisés à cet effet par leurs Gouvernements respectifs sont convenus de ce qui suit: Les limites de poids et de dimensions des paquets d'échantillons de marchandises échangés par la voie de la poste entre la Belgique d'une part, et les Etats Unis d'autre part, peuvent être portées par l'Administration des Postes du pays d'origine au delà de celles qui ont été fixées par l'Article V de la Convention Internationale du 1^{er} Juin, 1878, sous la réserve expresse que ces limites ne dépasseront pas, savoir:

Pour le poids, 350 grammes.

Pour { 30 centimètres, en longueur.
les { 20 centimètres, en largeur.
dimen- { 10 centimètres, en épais-
sions, seur.

Le présent arrangement sera exécutoire à partir du premier Avril, 1882.

En foi de quoi ils ont signé le

signed the present Agreement, and présent arrangement, et y ont apposé le cachet de leurs armes.
 Done in Duplicate at Washington Fait en double expédition à Washington
 the 7th of February, 1882. le 7th Février, 1882.

[SEAL.]

TIMOTHY O. HOWE,

Postmaster-General of the United States.

[SEAL.] .

TH^{RE} DE BOUNDER DE MELS BROECK,

*Envoyé Extraordinaire et Ministre Plénipotentiaire
 de S. M. le Roi des Belges.*

I hereby approve the foregoing Agreement, and in testimony thereof
 I have caused the seal of the United States to be affixed hereto.

[SEAL.]

CHESTER A. ARTHUR.

By the President :

FRED'K T. FRELINGHUYSEN,

Secretary of State.

WASHINGTON, February 7, 1882.

A G R E E M E N T

B E T W E E N

THE UNITED STATES AND SWITZERLAND

FOR

INCREASING THE LIMITS OF WEIGHT AND THE DIMENSIONS OF PACKETS OF PATTERNS OF MERCHANDIZE EXCHANGED THROUGH THE POST BETWEEN THE TWO COUNTRIES.

The Post Office Department of the United States and the Postal Administration of Switzerland, desiring to facilitate the postal relations between the two countries, and in exercise of the power given to them under Article XV of the Convention of the Universal Postal Union concluded in Paris on the 1st June 1878, the undersigned, duly authorized by their respective governments,

Have agreed as follows:

The limits of weight and the dimensions of packets of patterns of merchandize exchanged through the post between Switzerland on the one part, and the United States on the other part, may be increased by the Postal Administration of the country of origin beyond those which have been fixed by Article V of the International Convention of the 1st June 1878, under the express reservation that such limits shall not exceed the following:

In weight, 350 grammes.

In dimensions, $\left\{ \begin{array}{l} 30 \text{ centimetres,} \\ \text{length.} \\ 20 \text{ centimetres,} \\ \text{breadth.} \\ 10 \text{ centimetres,} \\ \text{depth.} \end{array} \right.$

The present agreement shall take effect on the first day of October,

L'Office Général des Postes des États Unis et l'Administration des Postes de la Suisse, désirant faciliter les relations postales entre les deux pays, et usant de la faculté qui leur est laissée par l'Article XV de la Convention de l'Union Postale Universelle conclue à Paris le 1^{er} Juin 1878, les soussignés, dûment autorisés à cet effet par leurs Gouvernements respectifs,

Sont convenus de ce qui suit:

Les limites de poids et de dimensions des paquets d'échantillons de marchandises échangés par la voie de la poste, entre la Suisse d'une part, et les États Unis d'autre part, peuvent être portées par l'Administration des Postes du pays d'origine au delà de celles qui ont été fixées par l'Article V de la Convention Internationale du 1^{er} Juin, 1878, sous la réserve expresse que ces limites ne dépasseront pas, savoir:

Pour le poids, 350 grammes.

Pour les dimensions, $\left\{ \begin{array}{l} 30 \text{ centimètres,} \\ \text{longeur.} \\ 20 \text{ centimètres,} \\ \text{largeur.} \\ 10 \text{ centimètres,} \\ \text{épaisseur.} \end{array} \right.$

Le présent arrangement sera exécutoire à partir du premier Octo-

1882, and shall be terminable at any time on a notice by either office of one year.

In witness whereof the undersigned have executed the present agreement.

Done in Duplicate at Berne on the 31st August, 1882, and at Washington on the 19th September, 1882.

[SEAL.] A. D. HAZEN,
Acting Postmaster General.

bre, 1882, et se terminera moyennant un avertissement donné une année à l'avance par l'un ou l'autre office.

En foi de quoi les soussignés ont exécuté le présent arrangement.

Fait en double expédition à Berne le 31 Août 1882, et à Washington le 19 Septembre, 1882.

Par autorization supérieure, le Directeur Général des Postes Suisses,

E. C. HÖHN.

I hereby approve the foregoing Agreement, and in testimony thereof I have caused the seal of the United States to be affixed hereto.

[SEAL.] CHESTER A. ARTHUR.

By the President:

FREDK. T. FRELINGHUYSEN,
Secretary of State.

WASHINGTON, *Sept.* 19, 1882.

REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT
FOR 1882.

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REPORT

OF THE

TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT

POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,
Washington, D. C., October 18, 1882.

SIR: I have the honor to submit report on the work of the topographer's office during the past year (ending September 30, 1882), with estimate of appropriation required for the fiscal year ending June 30, 1884, for the general expenses of this office.

Previous to the past year this estimate has been made annually for a specific total amount, to include the salaries of the employés of this office, together with the miscellaneous expenses in "the preparation and publication of post-route maps," but, it having been thought better to depart from this special presentation, and to group these employés along with the regular personal force of the department, that plan was adopted last year and is now followed, the miscellaneous expenses of the office being provided for by an item of the contingent expenses of the Post-Office Department.

During this past year the regular duty of "keeping up," with all the successive changes, the exhibit of the mail service of the country on the maps and diagrams used by the officers and clerks in the several bureaus, and the furnishing the geographical data for the different branches of the department, has been accomplished to the full capacity of the force allowed and employed.

For the continuous (daily) use of the officers and corresponding clerks of the contract office, 142 maps or diagrams have been "kept up," showing the changes in the service at least once a month. There are also kept up, under the same conditions, two sets (50 maps) for use in the appointment office, and three sets (69 maps) for the offices of the Postmaster-General, general superintendent of railway mail service, and topographer. In addition to this constant and indispensable assistance for these offices, there have been brought up, at longer intervals than a month, 184 maps for use in the under-named offices: Finance, money-order, post-office inspectors, dead-letter, Assistant Attorney-General for Post-Office Department, and for the office of the Sixth Auditor of the Treasury Department (located in Post-Office Department building).

In procuring data for the original construction and additions to the post-route maps, 324 letters of inquiry have been addressed to engineers and other officers of railroads, in most cases with inclosure of a special tracing of the immediate surrounding country, made in this office, to facilitate their returning the exact lines of their roads for transference to our maps. With the same view, 4,240 circular queries have been sent to postmasters to get the locations of their post-offices, where inadequately furnished by the data presented to and reported from the appointment office, or to get more precise definition of sites and adjacent topography.

The miscellaneous correspondence, exclusive of the above circulars, consisted of 2,980 letters written by the topographer on matters appro-

priate to his work. The number of letters received, exclusive of these returned circular queries, was 3,119.

Eight thousand two hundred and fifty sheets of post-route maps, colored (with few exceptions), to exhibit the post-offices and the frequency of service on the several post-routes, have been distributed during the year. Of these, a large proportion has been, as in former years, sent to the larger post-offices in the several States and Territories, either for the first time or to replace (by new editions) those hitherto supplied but rendered obsolete by the great additions to and changes in the service. The largest distribution has been to the officers, clerks, and other agents of the railway mail service, the maps (with the latest information carefully transcribed) being furnished on requisitions from the general superintendent and division superintendents for their office use, and for distribution to employes in that special service. But it being impracticable, for various reasons, to furnish every one employed in the railway mail service with a copy of these elaborate (and constantly changing) maps, the attempt has been made during the past year to construct a series of smaller single-sheet diagrams to show the railroad system of a State, with the more important side connections ("star route"). Diagrams of seven States have been thus made and a large number of copies placed at the disposal of the general superintendent of railway mail service; and from the satisfaction expressed from their use it may be advisable to extend this construction for other States. For post-office inspectors, whose duties require much traveling, many copies of the various maps have been specially prepared in portable form, showing, as closely as possible, the existing state of the service.

Thirty-seven per cent. of all the post-route maps distributed in various quarters from this (topographer's) office have been backed with muslin, mounted on rollers, or bound for portable use. A detailed statement of this distribution of maps during the past year is appended (marked A), with a side comparison with the numbers for the two preceding years.

The department has continued to furnish, when available, occasional copies of the post-route maps to the other governmental bureaus; their large scale, clearness of matter without superfluity of detail, rendering them acceptable for reference and for special exhibition and demarcation of district divisions, &c. Maps have been sent during the past year, in compliance with request, to the following:

- Treasury Department, Bureau of Statistics;
- Treasury Department, United States Coast and Geodetic Survey Office;
- War Department, Office of the Secretary;
- War Department, Office of the Chief Engineer, United States Army;
- War Department, Office of the Paymaster-General, United States Army;
- War Department, Signal Office, United States Army;
- Department of the Interior, General Land Office;
- Department of the Interior, Pension Office;
- Department of the Interior, Office of Auditor of Railroad Accounts;
- Department of the Interior, Census Office;
- Department of the Interior, United States Geological Survey Office;
- Department of Agriculture;
- National Board of Health.

It may be deemed proper that I should notice herein that the contribution in maps and books from the Post-Office Department of the United States to the exhibit at the International Congress of Geography, meeting at Venice, Italy, in September of last year, has been recognized by

the award of a "Letter of Distinction"—the highest class of awards conferred.

The calls for certificates of distances required in the settlement of mileage accounts by officers of the public service and in the adjustment of telegraphic rates for government messages, made a duty of the topographer of this department, have been, as usual, promptly answered. For this 192 letters have been answered, covering 412 queries. That number of queries is but small compared with those of some years back, but their reference to this office is necessitated by the absence of any authoritative table of distances. There are great practical difficulties in the compilation of an extended and correct table, still such a publication is a desideratum, the "Distance Tables" of this department, issued in 1873, having been long obsolete. In view of the great labor that would attend such a compilation, suggestions have at various times been made for a joint effort by the governmental departments most interested in this matter.

During the past year the preparation and publication—with successive editions to keep pace with the incessant progress of the postal service—of the series of post-route maps have been continued under my supervision. New editions have been issued of all the maps hitherto prepared (26 in number, covered by 65 sheets). Successive editions, at short intervals of three or four months, have been and always will be required to show the numerous additions and changes of post-offices, and the course and frequency of service on the several post-routes.

New maps (photolithographed to supersede former provisional copies) have been completed of New Mexico and Arizona, of Utah, of Oregon and Washington, and of the Territories of Montana, Idaho, and Wyoming, and engraved plates have been completed of Virginia and West Virginia. A new map (photolithographed) has been produced of the Mississippi River, showing the river and side-connecting service between Saint Louis and the mouth. There still remain under construction, at such opportunities as the draughtsmen can command, drawings for new maps of Florida, of North Carolina and South Carolina, and of California and Nevada.

It is to be noted that the greater part of the time of the employés of this office is absorbed in making the incessant additions and alterations to the maps *by hand*, particularly for those required for the daily use of the officers and clerks of the department headquarters, who must have the latest information graphically presented, to be used along with their books and papers of record. These requirements necessarily limit the number of copies of the maps available for outside issue.

The *personnel* of this office now consists of—

The topographer.

8 draughtsmen (1 acting as principal assistant, and 1 specially for lithographic work).

2 corresponding clerks.

20 map-colorists and copyists (ladies).

2 map-mounters.

1 messenger.

2 watchmen (day and night, for building occupied for office).

These will be found graded in the general appropriation bill (legislative, executive, and judicial) for the existing fiscal year, but in the estimate for next fiscal year, which I have the honor to present for your consideration, I would respectfully submit that one additional draughtsman (clerk of second class) and one additional messenger (at \$720) be added.

The present force of draughtsmen is not able to keep up with the con-

stant and urgent and ever-increasing calls for the bringing-up of the maps used daily throughout the department headquarters, and I have been obliged to detail Mr. W. B. Todd, hitherto acting so efficiently as corresponding clerk and general aid, for duty as a draughtsman in charge of one of the groups of States. The additional messenger is almost a necessity for the proper transmission throughout the office of the endless number of specific orders coming up at every moment of the day. The above, it is submitted, is but a reasonable increase of the force for these duties.

I take pleasure in testifying to the general faithful and steady work of the employes of this office, particularly mentioning the efficient help I have had from the principal assistant, Mr. Charles E. Gorham, and from the two corresponding clerks, Mr. W. B. Todd and Miss R. Howard, and, latterly, Mrs. I. H. Sykes.

Very respectfully, your obedient servant,

W. L. NICHOLSON,
Topographer Post-Office Department.

Hon. T. O. HOWE,
Postmaster-General.

A.—Detailed statement of distribution of post-route maps during the year ending September 30, 1882.

| | During year ending September 30, 1882. | During year ending September 30, 1881. | During year ending September 30, 1880. |
|------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-------------------------------------------|-------------------------------------------|
| Maps furnished (number of sheets): | | | |
| To officers and clerks of the Post-Office Department at Washington..... | 912 | 909 | 908 |
| To postmasters..... | 1,043 | 999 | 914 |
| To railway mail service (besides special tracings and diagrams)..... | 1,571 | 2,042 | 1,542 |
| To post-office inspectors..... | 260 | 165 | 166 |
| To officers of other governmental departments of the United States..... | 962 | 667 | 1,239 |
| To Senators and Members of House of Representatives..... | 1,140 | 903 | 667 |
| To committees of Congress..... | 154 | 100 | 169 |
| To miscellaneous: including educational and scientific institutions, libraries, and geographical publishers..... | 924 | 523 | 2,216 |
| To State authorities and State libraries..... | 121 | 223 | 195 |
| To foreign governments..... | 57 | 209 | 33 |
| Number of sheets sold during year..... | 1,106 | 1,239 | 873 |
| Total..... | 8,250 | 7,979 | 8,915 |

B.—Condensed statement of a portion of the operations of the Topographer's Office, Post-Office Department, during the year ending September 30, 1882.

| | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| Number of maps and diagrams "kept up" in detail: | |
| For daily use of the contract office..... | 142 |
| For daily use of the appointment office..... | 50 |
| For daily use in office of Postmaster-General, general superintendent railway mail service, and in topographer's office..... | 69 |
| "Kept up" (with less close entering) for use of the finance, money-order, post-office inspectors', dead-letter, Assistant Attorney-General for Post-Office Department, and Sixth Auditor's offices..... | 184 |
| Total of maps required to be kept up for changes and additions to post-offices and service..... | 445 |
| Sheets of post-route maps distributed..... | 8,250 |

Of these 37 per cent. were backed and mounted on rollers, or bound (in folio or 8vo).

Letters sent:

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Letters sent to railroad officers (in most cases with prepared tracing inclosed for return of information as to new lines and extensions) | 324 |
| Circular queries for locations sent to postmasters | 4, 240 |
| Certificates of post-route distances (letters, 42; telegrams, 150) | 192 |
| Miscellaneous letters | 2, 980 |
| | <hr/> |
| | 7, 736 |
| | <hr/> |

Letters received:

| | |
|------------------------------------------------------------------------|--------|
| Answers from postmasters to location queries | 3, 252 |
| Requests for certificates of post-route distances | 192 |
| Miscellaneous letters (including returns from railroad officers) | 2, 927 |
| | <hr/> |
| | 6, 371 |
| | <hr/> |

Establishments and changes in post-offices:

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Reported by appointment office weekly, and entered in duplicate, by States, &c., for use of draughtsmen, &c. (averaging 107 cases weekly) | 5, 574 |
|-------------------------------------------------------------------------------------------------------------------------------------------------|--------|

Reports of changes in service received:

| | |
|-------------------------------------------------------------------------------------------------------|-----|
| Monthly reports from corresponding clerks of contract office, taken direct from books of record | 180 |
| Daily reports (printed bulletins) | 304 |

All these items have been promptly transferred to working maps, sample-sheets for colorists, and to correction-sheets for engraving and lithographing.

ANNUAL REPORT
OF THE
AUDITOR OF THE TREASURY
FOR THE
POST-OFFICE DEPARTMENT
FOR THE
FISCAL YEAR ENDED JUNE 30, 1882.

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REPORT

OF THE

AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT, *Washington, D. C., October 31, 1882.*

SIR: I have the honor to submit herewith the annual report of the receipts and expenditures of the Post-Office Department, as shown by the accounts of this office, for the fiscal year ended June 30, 1882.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Fiscal year 1882:

| | |
|-------------------------------------------------------------------------------------------------|-----------------------|
| The revenue of the department for the fiscal year ended June 30, 1882, was..... | \$41, 876, 410 15 |
| The expenditure for the service of the year was | 40, 039, 634 75 |
| Excess of receipts | 1, 836, 775 40 |
| Amount of balances due by postmasters charged to "bad debts" and "compromise" accounts | \$143, 282 88 |
| Amount of balances due postmasters, to credit of "sus- pense" account..... | 2, 817 53 |
| | <u>140, 465 35</u> |
| Balance available for service of 1882 | <u>1, 696, 310 05</u> |

Fiscal year 1881:

| | |
|---------------------------------------------------------------------------------------------------|--------------------|
| The balance available for the service of 1881 at the close of the last annual report was | 518, 870 65 |
| The amount paid during the last fiscal year was..... | 399, 314 58 |
| Balance available for the service of 1881 | <u>119, 556 07</u> |

Fiscal year 1880:

| | |
|--------------------------------------------------------------------------------------------------|--------------------|
| The balance available for the service of 1880 at the close of the last annual report was..... | 448, 453 93 |
| The amount paid during the last fiscal year was..... | 42, 032 76 |
| Balance unexpended for 1880 | <u>406, 421 17</u> |

Fiscal year 1879 and previous years:

| | |
|-----------------------------------------------------------------------------------------------------------------------------|------------------|
| The amount placed with the Treasurer, under the act approved August 8, 1882 (Public, No. 205, pages 27 and 30), was..... | 6, 595 12 |
| The amount paid to September 30, 1882, was | 1, 039 14 |
| Balance available on this account..... | <u>5, 555 98</u> |

SUMMARY OF REVENUES AND EXPENDITURES.

| | |
|-----------------------------------------------------------------|------------------------|
| Revenue of 1882..... | \$41, 876, 410 15 |
| Grants from the Treasury, 1879 and previous years (claims)..... | 6, 595 12 |
| Total receipts..... | <u>41, 883, 005 27</u> |
| | 545 |

| | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|
| Expenditures for 1882 | \$40,039,634 75 | |
| Expenditures for 1881 | 399,314 58 | |
| Expenditures for 1880 | 42,032 76 | |
| Expenditures for 1879 and previous years | 1,039 14 | |
| Total expenditures | | \$40,482,021 23 |
| | | 1,400,964 04 |
| Net amount charged to "bad debts" and "compromise" accounts during the year, less credits by "suspense" | | 140,465 35 |
| Excess of receipts | | 1,260,518 69 |
| Of the amount charged to "bad debt" and "compromise" accounts, \$133,672.84 is the sum of uncollectable balances of accounts found open from 1789 to 1856, the ledgers having been reviewed for that period. | | |
| The balance standing to the credit of the general revenue account at the close of the fiscal year ended June 30, 1881, was | | \$3,979,814 46 |
| Excess of receipts during last fiscal year | | 1,260,518 69 |
| Balance to the credit of the revenue account at the close of the fiscal year ended June 30, 1882 | | 5,240,333 15 |
| Due by late postmasters { accounts in suit | \$245,202 83 | |
| { accounts not in suit | 225,828 60 | |
| | | 471,031 43 |
| | | 4,769,301 72 |

DEFICIENCY ACCOUNT.

| | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| The amount appropriated from the general Treasury to supply deficiencies in the revenue of the Post-Office Department for the fiscal year ended June 30, 1882, was | \$2,152,258 00 |
| The amount remaining undrawn, there having been no deficiency, is | 2,152,258 00 |

POSTMASTERS' QUARTERLY ACCOUNTS-CURRENT.

The net revenues of the department from postages, being the aggregate revenues at post-offices for the fiscal year, less the compensation of postmasters and clerks and the contingent office expenses, were:

| | |
|------------------------------------------------|----------------|
| For the quarter ended September 30, 1881 | \$6,199,870 23 |
| For the quarter ended December 31, 1881 | 7,236,620 49 |
| For the quarter ended March 31, 1882 | 7,490,798 28 |
| For the quarter ended June 30, 1882 | 6,872,633 57 |
| Total | 27,789,922 57 |

The number of quarterly returns of postmasters received and audited, on which the above sum was found due the United States, was:

| | |
|------------------------------------------------|---------|
| For the quarter ended September 30, 1881 | 44,502 |
| For the quarter ended December 31, 1881 | 44,808 |
| For the quarter ended March 31, 1882 | 44,979 |
| For the quarter ended June 30, 1882 | 45,265 |
| Total | 179,574 |

STAMPS SOLD.

The amount of stamps, stamped envelopes and wrappers, newspaper and periodical stamps, and postal cards sold, was:

| | |
|------------------------------------------------|----------------|
| For the quarter ended September 30, 1881 | \$9,040,588 29 |
| For the quarter ended December 31, 1881 | 10,179,991 18 |
| For the quarter ended March 31, 1882 | 10,486,540 42 |
| For the quarter ended June 30, 1882 | 9,996,237 11 |
| Total | 39,703,357 00 |

The amount of official stamps furnished the different departments, included in the above amount of stamps sold, was:

| | | |
|-----------------------------------------|------------|----------------------|
| For the State Department | \$2,040 00 | |
| For the War Department | 139,935 98 | |
| For the Interior Department | 21,997 00 | |
| For the Department of Agriculture | 1,501 50 | |
| For the Navy Department | 680 00 | |
| Total official stamps | | \$166,15 48 |
| Total ordinary stamps sold | | 38,537,202 52 |

LETTER POSTAGES.

| | | |
|--------------------------------------------------------------------------------------------------------------------|-------------|------------------|
| The amount of postage paid in money was | | \$97,585 39 |
| Included in the above amount are the following sums paid by foreign countries in the settlement of their accounts: | | |
| Kingdom of Great Britain and Ireland | \$14,779 44 | |
| Dominion of Canada | 12,756 46 | |
| Republic of Mexico | 2,645 85 | |
| Empire of Japan | 4,039 17 | |
| Kingdom of Spain | 1,936 89 | |
| Colony of New South Wales | 740 25 | |
| Kingdom of Norway | 101 90 | |
| Empire of Austria | 40 34 | |
| Republic of Switzerland | 39 18 | |
| Colony of Queensland | 53 56 | |
| Postal administration of Hong-Kong, China | 99 91 | |
| Administration of Straits Settlements, East Indies | 12 75 | |
| | | 37,245 70 |

Balance collected by postmasters 60,339 62

The following balances were paid and charged to the appropriations for—

BALANCES DUE FOREIGN COUNTRIES.

| | | |
|-----------------------------------------|------------|--------------------|
| Service of 1882: | | |
| Empire of Germany | \$4,444 62 | |
| Kingdom of Belgium | 8,829 49 | |
| Republic of France | 2,242 35 | |
| Kingdom of Denmark | 2,662 49 | |
| Kingdom of Roumania | 152 65 | |
| Kingdom of Sweden | 638 10 | |
| Kingdom of Italy | 2,093 14 | |
| International Bureau—Postal Union | 670 50 | |
| Total, 1882 | | \$21,733 34 |
| Service of previous years: | | |
| Empire of Germany | \$4,444 62 | |
| Kingdom of Belgium | 8,829 49 | |
| Republic of France | 2,242 35 | |
| Kingdom of Denmark | 2,662 49 | |
| Kingdom of Roumania | 152 65 | |
| Kingdom of Sweden | 638 10 | |
| Kingdom of Italy | 2,093 14 | |
| Colony of St. Thomas, W. I. | 809 04 | |
| Colony of the Bahamas | 61 07 | |
| Total for previous years | | 21,932 95 |
| Aggregate amount paid | | 43,666 29 |

MAIL TRANSPORTATION.

The amount charged to "transportation accrued" and placed to the credit of mail contractors and others for mail transportation during the fiscal year was:

| | |
|--------------------------------------------------|-----------------|
| For the regular supply of mail routes | \$19,729,246 84 |
| For the supply of "special" offices | 42,939 24 |
| For the supply of "mail messenger" offices | 724,714 69 |

| | |
|-------------------------------------------------------------------------------------------------------------|----------------------|
| For the salaries of postal railway clerks, route agents, local mail agents, and mail-route messengers | 3,235,907 95 |
| For the salaries and expenses of the superintendents of the railway mail service..... | 44,208 11 |
| Total | 23,777,016 83 |

FOREIGN MAIL TRANSPORTATION.

| | |
|-----------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| New York, Great Britain and Ireland, and countries beyond, via Great Britain | \$191,654 94 |
| New York, Great Britain and Ireland, and Germany, and countries beyond..... | 62,576 53 |
| Philadelphia, Great Britain and Ireland..... | 3,233 16 |
| Boston, Great Britain and Ireland | 840 90 |
| Post-Office Department of Canada, English mail | 408 77 |
| New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, &c | 30,596 20 |
| New York and Newfoundland..... | 21 54 |
| Boston and Nova Scotia | 65 36 |
| Baltimore and Bremen | 23 69 |
| Upper Pacific coast, local mail..... | 727 06 |
| San Francisco, China, Japan, Farther India, Australia, and South Sea Islands..... | 16,537 38 |
| Expenses of government mail agent at Aspinwall | 705 00 |
| Expenses of government mail agent at Panama..... | 1,125 00 |
| Expenses of government mail agent at Shanghai, China..... | 1,043 61 |
| Total | 309,564 14 |
| Total | 24,086,580 97 |
| The amount credited to transportation accrued and charged to mail contractors for over-credits, being for "fines and deductions," was..... | 222,115 65 |
| Net amount of transportation accrued..... | 23,864,465 32 |
| The amount paid during the year was | 22,766,887 10 |
| Excess of transportation accrued | 1,097,578 22 |

PACIFIC RAILROAD ACCOUNT.

Included in the above amount of transportation accrued are the following balances accrued for the transportation of the mails over Pacific railroads, certified to the Register of the Treasury under instructions of the Secretary, dated May 19, 1879, and August 28, 1880. The items are not charged as expenditures of the Post-Office Department (see Statutes, vol. 20, page 420):

| | |
|---------------------------------------------------------------|-----------------------|
| Regular service, 1882: | |
| Union Pacific Railway Company | \$569,399 69 |
| Central Pacific Railroad Company | 463,856 48 |
| Sioux City and Pacific Railroad Company..... | 22,433 41 |
| | \$1,055,689 58 |
| Use of postal cars, 1882: | |
| Union Pacific Railway Company | 68,716 03 |
| Central Pacific Railroad Company | 53,768 44 |
| | 122,484 47 |
| Total certified for service of 1882..... | 1,178,174 05 |
| Regular service of previous years: | |
| Central Pacific Railroad Company..... | 36,000 60 |
| Sioux City and Pacific Railroad Company..... | 10 72 |
| Total certified for service of previous years..... | 36,011 32 |
| Aggregate amount certified during the fiscal year..... | 1,214,185 37 |

STATEMENT OF THE CONDITION OF ACCOUNTS OF LATE POSTMASTERS.

| | |
|---------------------------------------------------------------------------------------------------|-------------------|
| Balance due the United States brought forward from last report..... | \$510,690 91 |
| Balance due the United States on account of postmasters becoming late during the fiscal year..... | 378,887 84 |
| | 889,578 75 |

| | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------|
| Amount collected during the year..... | \$254,070 83 | |
| Amount charged to "suspense"..... | 21,193 61 | |
| Amount charged to "bad and compromise debts"..... | 143,282 88 | |
| | <u>\$418,547 32</u> | |
| Balance remaining due United States..... | | 471,031 43 |
| Of which there is in suit..... | 245,202 83 | |
| Not in suit..... | 225,828 60 | |
| | | <u>471,031 43</u> |
| Balance due late postmasters brought forward from last report..... | 86,064 97 | |
| Amount becoming due during the fiscal year..... | 51,941 27 | |
| | | 138,006 24 |
| Amount paid during the year..... | 66,501 26 | |
| Amount credited to "suspense"..... | 24,011 14 | |
| | | <u>90,512 40</u> |
| Balance remaining due late postmasters..... | | 47,493 84 |
| Amount in suit June 30, 1881..... | | 257,306 06 |
| Amount submitted for suit during the fiscal year..... | | 1,507 13 |
| | | <u>258,813 19</u> |
| Of which there was collected during the year..... | 6,419 53 | |
| Amount otherwise settled..... | 7,190 83 | |
| | | <u>13,610 36</u> |
| Balance remaining in suit..... | | 245,202 83 |
| Amount of costs and interest collected in suit..... | | 1,211 00 |
| <i>Statement of the net revenue derived from the domestic money-order transactions for the year ended June 30, 1882, and of the international money-order transactions for the year ended June 30, 1881.</i> | | |
| Revenue accrued on domestic money-order transactions, 1882..... | \$280,341 17 | |
| Revenue accrued on international money-order transactions: | | |
| Revenue accrued on Canadian transactions for 1881..... | \$7,776 31 | |
| Revenue accrued on British transactions for 1881..... | 41,666 79 | |
| Revenue accrued on German transactions for 1881..... | 18,908 10 | |
| Revenue accrued on Swiss transactions for 1881..... | 2,442 33 | |
| Revenue accrued on Italian transactions for 1881..... | 8,469 25 | |
| Revenue accrued on French transactions for 1881..... | 1,163 40 | |
| Total international..... | | 80,426 18 |
| Total net revenue paid to postal account..... | | <u>360,767 35</u> |

The following tables, numbered from 1 to 19, inclusive, exhibit more in detail the financial transactions of the department for the fiscal year:

No. 1.—*Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1882.*

| Accounts. | Quarter ended September 30, 1881. | Quarter ended December 31, 1881. | Quarter ended March 31, 1882. | Quarter ended June 30, 1882. | Aggregate. |
|-----------------------------------------------------------------------|-----------------------------------|----------------------------------|-------------------------------|------------------------------|---------------|
| Letter postage..... | \$48,218 82 | \$20,880 54 | \$25,669 37 | \$2,817 09 | \$97,585 32 |
| Box-rents and branch offices..... | 398,527 16 | 403,422 78 | 422,145 81 | 433,036 46 | 1,652,132 21 |
| Fines and penalties..... | 1,040 37 | 5,304 25 | 12,472 12 | 1,610 25 | 20,426 99 |
| Postage-stamps, stamped envelopes and wrappers, and postal cards..... | 9,040,588 29 | 10,179,991 18 | 10,486,540 42 | 9,996,237 11 | 39,703,357 00 |
| Dead letters..... | 1,423 90 | 3,217 38 | 1,229 99 | 1,786 36 | 7,657 63 |
| Revenue from money-order business..... | | | | 360,767 35 | 360,767 35 |
| Miscellaneous..... | 5,908 91 | 7,584 77 | 8,178 09 | 12,811 88 | 34,483 65 |
| Total..... | 9,490,706 95 | 10,620,400 90 | 10,956,235 80 | 10,809,066 50 | 41,876,410 15 |

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1882.

| Appropriations. | Quarter ended September 30, 1881. | Quarter ended December 31, 1881. | Quarter ended March 31, 1882. | Quarter ended June 30, 1882. | Total expenditures on account of 1882. | Expended on account of previous years. | Aggregate expenditures. |
|------------------------------------------------------------------|-----------------------------------|----------------------------------|-------------------------------|------------------------------|----------------------------------------|----------------------------------------|-------------------------|
| Compensation of postmasters..... | \$2,143,457 31 | \$2,221,951 39 | \$2,330,734 53 | \$2,288,623 49 | \$8,984,676 72 | \$10,641 00 | \$8,975,817 72 |
| Compensation of clerks for post-offices..... | 952,538 95 | 959,306 32 | 974,114 04 | 1,022,437 29 | 3,908,396 60 | 5,326 22 | 3,913,722 82 |
| Compensation of letter-carriers and incidental expenses..... | 641,404 46 | 653,951 64 | 654,913 89 | 672,992 75 | 2,623,262 74 | | 2,623,262 74 |
| Wrapping-paper..... | 7,102 25 | 7,214 58 | 2,135 69 | 3,541 07 | 19,983 59 | | 19,983 59 |
| Twine..... | 8,486 00 | 13,974 00 | 12,961 00 | 17,433 64 | 52,754 64 | | 52,754 64 |
| Postmarking and canceling stamps..... | 2,968 75 | 2,663 15 | 3,723 50 | 4,758 90 | 14,144 30 | | 14,144 30 |
| Letter balances..... | 7,088 20 | 2,843 60 | 751 10 | 1,317 10 | 10,000 00 | | 10,000 00 |
| Rent, light, and fuel for post-offices..... | 88,094 49 | 100,565 30 | 98,799 19 | 114,519 06 | 401,978 04 | 2,461 49 | 404,439 53 |
| Stationery..... | 15,696 60 | 13,724 61 | 14,387 98 | 12,708 08 | 56,517 28 | | 56,517 28 |
| Furniture for post-offices..... | 3,197 89 | 5,945 14 | 3,685 72 | 7,887 89 | 20,716 64 | 432 50 | 21,149 14 |
| Miscellaneous, office of First Assistant Postmaster-General..... | 16,701 59 | 15,945 05 | 14,813 23 | 21,133 89 | 68,594 76 | 299 97 | 68,894 73 |
| Inland mail transportation, railroad..... | 2,427,421 07 | 2,598,204 88 | 2,573,948 61 | 2,759,110 44 | 10,288,085 00 | 146,741 25 | 10,434,826 25 |
| Inland mail transportation, special facilities, railroads..... | 50,863 89 | 31,570 38 | 61,535 49 | 237,563 54 | 381,533 75 | | 381,533 75 |
| Inland mail transportation, star..... | 1,594,635 36 | 1,453,816 98 | 1,369,142 40 | 1,376,871 59 | 5,794,466 33 | 96,690 80 | 5,891,147 13 |
| Inland mail transportation, steamboat..... | 151,874 70 | 142,191 03 | 128,267 38 | 141,171 65 | 593,504 76 | 3,595 96 | 597,100 72 |
| Transportation by postal cars..... | 309,893 79 | 328,142 88 | 324,834 62 | 342,546 01 | 1,305,407 30 | 18,372 29 | 1,323,779 59 |
| Compensation of railway post-office clerks..... | 376,315 06 | 389,698 85 | 398,816 03 | 412,212 56 | 1,574,031 97 | | 1,574,031 97 |
| Compensation of route-agents..... | 314,942 39 | 331,268 85 | 328,446 93 | 347,303 89 | 1,321,961 57 | 532 18 | 1,322,493 75 |
| Compensation of mail-route messengers..... | 48,377 83 | 46,371 73 | 44,145 42 | 50,294 73 | 189,289 04 | 401 14 | 189,781 20 |
| Compensation of local agents..... | 39,891 03 | 35,601 90 | 36,759 40 | 36,985 72 | 149,296 74 | | 149,296 74 |
| Compensation of mail-messengers..... | 171,531 99 | 176,094 82 | 179,769 13 | 184,218 01 | 718,693 95 | 11,110 74 | 729,774 69 |
| Mail bags and keys..... | 4,900 00 | 4,231 42 | 4,594 95 | 4,730 87 | 18,737 24 | 90,384 60 | 109,120 97 |
| Post-route maps..... | 73,274 95 | 81,479 51 | 92,493 86 | 13,288 63 | 197,038 95 | 220 80 | 197,259 85 |
| Mail depositions and post-office inspectors..... | 3,369 12 | 12,125 23 | 14,533 38 | 15,492 38 | 51,914 60 | | 51,914 60 |
| Fees to United States marshals, clerks, and counsel..... | 38,582 51 | 41,016 74 | 39,457 06 | 44,162 69 | 164,212 62 | 27 51 | 164,240 13 |
| Postage-stamps..... | 196 45 | 1,174 15 | 533 68 | 427 35 | 2,331 63 | 1,000 80 | 3,332 43 |
| Distribution of postage-stamps..... | 23,568 81 | 25,462 06 | 26,271 62 | 26,622 72 | 105,945 23 | | 105,945 23 |
| Stamped envelopes and newspaper wrappers..... | 1,782 96 | 1,911 63 | 1,624 17 | 1,782 50 | 7,061 46 | | 7,061 46 |
| Distribution of stamped envelopes and newspaper wrappers..... | 121,977 82 | 128,247 20 | 133,181 30 | 126,993 13 | 510,399 45 | | 510,399 45 |
| Postal cards..... | 3,740 00 | 3,753 60 | 3,740 00 | 3,477 60 | 14,711 20 | | 14,711 20 |
| Distribution of postal cards..... | 38,441 25 | 61,059 30 | 49,871 21 | 46,892 26 | 191,264 02 | | 191,264 02 |
| Registered, official, and dead letter envelopes..... | 1,606 63 | 1,839 57 | 1,689 44 | 1,699 55 | 6,765 19 | 8 39 | 6,773 58 |
| Ship, steamboat, and way letters..... | 16,909 94 | 16,485 65 | 19,884 05 | 19,184 89 | 72,474 53 | | 72,474 53 |
| Engraving, printing, and binding drafts and warrants..... | 356 05 | 332 97 | 297 35 | 458 01 | 1,444 88 | | 1,444 88 |
| Advertising..... | 434 57 | 434 30 | 631 13 | 144 35 | 1,644 85 | | 1,644 85 |
| Miscellaneous, office of the Postmaster-General..... | 8,026 72 | 15,021 53 | 6,510 82 | 5,066 42 | 35,265 54 | 1,611 29 | 36,876 83 |
| | 863 34 | 21 86 | | 281 45 | 1,107 05 | 560 00 | 1,667 05 |

| | | | | | | | |
|---------------------------------------------------------------------|--------------|--------------|--------------|---------------|---------------|------------|---------------|
| Foreign mail transportation | 52,927 53 | 81,335 94 | 74,572 80 | 69,515 18 | 278,351 00 | 28,085 33 | 306,414 38 |
| Balances due foreign countries | 19 61 | 10,018 14 | 3,453 24 | 2,242 35 | 21,733 24 | 21,832 95 | 43,666 29 |
| Miscellaneous, office of Second Assistant Post-master-General | 60 00 | 28 55 | 287 40 | 103 76 | 477 71 | ..... | 477 71 |
| Miscellaneous, office of Third Assistant Post-master-General ..... | ..... | 145 50 | 112 22 | 34 50 | 282 22 | ..... | 282 22 |
| Refund to New Zealand and New South Wales | 10,000 00 | ..... | 10,000 00 | 10,000 00 | 30,000 00 | ..... | 30,000 00 |
| Miscellaneous, money-order building ..... | ..... | ..... | 121 75 | 2,875 26 | 2,987 01 | ..... | 2,987 01 |
| Rent, money-order building ..... | ..... | ..... | ..... | 1,969 98 | 1,969 98 | ..... | 1,969 98 |
| Furniture, money-order building ..... | ..... | ..... | ..... | 5,252 18 | 5,252 18 | ..... | 5,252 18 |
| Totals | 9,638,810 96 | 9,941,976 70 | 9,975,307 81 | 10,434,539 28 | 40,039,634 75 | 442,389 48 | 40,482,021 23 |

No. 3.—Statement of the postal receipts and expenditures

| Number. | States and Territories. | Receipts. | | | | |
|---------------------------------|---------------------------|-----------------|------------------------|-------------------------------|----------------------------------------------------|-----------------|
| | | Letter postage. | Waste paper and twine. | Box rents and branch offices. | Postage-stamps, stamp envelopes, and postal cards. | Total receipts. |
| 1 | Maine..... | \$0 18 | \$198 99 | \$22,609 25 | \$599,262 53 | \$622,065 95 |
| 2 | New Hampshire..... | 03 | 184 90 | 16,950 91 | 342,144 26 | 359,246 10 |
| 3 | Vermont..... | 06 | 167 90 | 11,813 62 | 312,114 29 | 324,095 87 |
| 4 | Massachusetts..... | 6,254 17 | 1,249 32 | 124,007 87 | 2,696,558 23 | 2,799,069 59 |
| 5 | Rhode Island..... | ..... | 152 24 | 21,798 92 | 294,820 02 | 316,771 18 |
| 6 | Connecticut..... | 63 | 337 85 | 45,988 84 | 774,237 36 | 820,514 64 |
| 7 | New York..... | 43,325 14 | 6,731 58 | 186,901 34 | 7,376,041 01 | 7,612,999 07 |
| 8 | New Jersey..... | 1 77 | 368 11 | 30,716 73 | 817,253 23 | 848,339 24 |
| 9 | Pennsylvania..... | 8,646 61 | 1,507 07 | 105,537 75 | 3,684,527 64 | 3,800,219 07 |
| 10 | Delaware..... | 18 | 24 09 | 1,823 13 | 94,911 07 | 96,758 47 |
| 11 | Maryland..... | 1 32 | 124 22 | 11,799 73 | 729,629 85 | 741,554 62 |
| 12 | Virginia..... | 3 89 | 156 67 | 13,470 41 | 608,531 10 | 622,162 07 |
| 13 | West Virginia..... | 33 | 77 72 | 5,591 36 | 218,826 99 | 224,996 40 |
| 14 | North Carolina..... | 7 40 | 68 08 | 10,444 56 | 303,561 83 | 314,081 87 |
| 15 | South Carolina..... | 81 | 45 52 | 7,689 45 | 246,911 80 | 254,647 58 |
| 16 | Georgia..... | 6 97 | 209 61 | 17,492 29 | 491,604 40 | 509,313 17 |
| 17 | Florida..... | ..... | 31 38 | 6,870 69 | 148,400 79 | 155,302 86 |
| 18 | Ohio..... | 9 85 | 2,139 37 | 97,802 72 | 2,629,765 54 | 2,729,717 48 |
| 19 | Michigan..... | 9 24 | 803 27 | 83,743 54 | 1,377,195 50 | 1,461,751 55 |
| 20 | Indiana..... | 3 12 | 887 95 | 54,128 99 | 1,057,516 08 | 1,112,536 14 |
| 21 | Illinois..... | 6 90 | 2,912 73 | 128,993 89 | 3,380,023 06 | 3,491,936 58 |
| 22 | Wisconsin..... | 6 25 | 448 96 | 37,304 53 | 956,567 83 | 1,014,317 57 |
| 23 | Iowa..... | 2 59 | 633 70 | 90,108 26 | 1,290,913 16 | 1,371,657 71 |
| 24 | Missouri..... | 19 82 | 996 40 | 45,208 81 | 1,676,738 42 | 1,723,018 45 |
| 25 | Kentucky..... | 2 75 | 518 67 | 20,573 47 | 607,616 88 | 629,710 77 |
| 26 | Tennessee..... | 4 57 | 174 83 | 12,819 03 | 478,295 22 | 492,293 65 |
| 27 | Alabama..... | 8 01 | 71 39 | 14,191 83 | 299,576 28 | 313,847 61 |
| 28 | Mississippi..... | 1 08 | 56 69 | 14,383 43 | 246,117 89 | 260,559 69 |
| 29 | Arkansas..... | 3 82 | 52 20 | 12,110 75 | 226,671 96 | 238,858 73 |
| 30 | Louisiana..... | 06 | 128 69 | 18,510 50 | 380,494 51 | 408,133 76 |
| 31 | Texas..... | 7 21 | 225 18 | 48,363 70 | 745,269 66 | 793,865 75 |
| 32 | California..... | 3 85 | 474 28 | 66,970 06 | 1,068,187 52 | 1,135,635 71 |
| 33 | Oregon..... | 1 70 | 62 66 | 12,124 22 | 158,980 15 | 171,148 73 |
| 34 | Minnesota..... | 23 13 | 308 49 | 37,503 48 | 721,378 38 | 759,208 44 |
| 35 | Kansas..... | 9 92 | 223 11 | 46,611 68 | 689,538 64 | 736,383 35 |
| 36 | Nebraska..... | 35 61 | 92 44 | 24,750 99 | 396,198 51 | 424,077 55 |
| 37 | Nevada..... | 58 | 15 25 | 11,044 00 | 73,567 47 | 84,627 30 |
| 38 | Colorado..... | 1 90 | 246 80 | 44,206 13 | 438,341 65 | 482,796 48 |
| 39 | Utah..... | 1 08 | 63 24 | 8,362 49 | 110,132 80 | 118,559 61 |
| 40 | New Mexico..... | 24 | 13 45 | 4,748 50 | 72,068 83 | 76,851 02 |
| 41 | Washington..... | 3 21 | 6 24 | 5,720 06 | 67,814 48 | 73,544 99 |
| 42 | Dakota..... | 1 88 | 30 59 | 13,874 54 | 191,727 59 | 205,634 60 |
| 43 | Arizona..... | ..... | 30 10 | 5,771 25 | 56,335 44 | 62,136 79 |
| 44 | Idaho..... | 1 66 | 22 92 | 2,576 95 | 40,239 30 | 42,840 83 |
| 45 | Wyoming..... | 2 20 | 4 88 | 3,672 35 | 41,456 86 | 45,138 29 |
| 46 | Montana..... | 2 00 | 50 47 | 11,927 42 | 86,878 75 | 98,856 64 |
| 47 | Alaska..... | ..... | ..... | ..... | 337 84 | 337 84 |
| 48 | District of Columbia..... | ..... | 863 09 | 4,719 58 | 253,399 24 | 258,481 91 |
| 49 | Ind. Territory..... | 73 | 60 | 608 55 | 23,090 77 | 23,700 65 |
| Deduct miscellaneous items..... | | 58,424 45 | 23,683 89 | 1,649,891 55 | 39,533,317 21 | 41,265,317 10 |
| Add miscellaneous items..... | | 39,160 87 | ..... | 2,240 66 | 170,039 79 | 211,441 32 |
| | | 97,585 32 | 23,683 89 | 1,652,132 21 | 39,703,357 00 | 41,476,758 42 |

of the United States for the fiscal year ended June 30, 1882.

| Expenditures. | | | | | | | | | |
|-------------------------------|-------------------------------------------------------------------------------------|----------------------------------|------------------------------------------------------------------------------------------------------|---------------------------|---------------------|---------------------------------------|---------------------------------------|---------|----|
| Compensation of post-masters. | Clerks for offices, rent, light, and fuel, and incidental expenses of post-offices. | Compensation of letter-carriers. | Compensation of route-agents, postal railway clerks, mail messengers, and supply of special offices. | Transportation by States. | Total expenditures. | Excess of expenditures over receipts. | Excess of receipts over expenditures. | Number. | |
| \$192,011 78 | \$56,916 93 | \$14,540 67 | \$50,465 56 | \$229,046 47 | \$542,961 41 | | \$84,084 54 | 1 | 1 |
| 128,327 39 | 22,688 78 | 7,772 36 | 22,352 80 | 105,191 03 | 286,332 36 | | 72,947 74 | 2 | 2 |
| 125,288 06 | 15,962 32 | 2,648 87 | 15,766 81 | 144,935 12 | 304,500 18 | | 19,595 69 | 3 | 3 |
| 384,806 00 | 349,217 58 | 246,092 60 | 289,794 09 | 447,571 22 | 1,717,481 49 | | 1,080,588 10 | 4 | 4 |
| 44,238 97 | 32,810 32 | 26,412 43 | 10,180 76 | 48,487 29 | 162,129 77 | | 154,641 41 | 5 | 5 |
| 189,976 00 | 77,005 92 | 35,244 69 | 58,457 51 | 262,920 17 | 618,604 29 | | 2,601,910 39 | 6 | 6 |
| 822,943 94 | 1,177,187 79 | 709,997 90 | 404,071 17 | 1,897,388 37 | 5,011,589 17 | | 2,601,409 90 | 7 | 7 |
| 204,707 22 | 54,193 20 | 74,179 89 | 33,615 47 | 307,529 71 | 674,124 99 | | 174,214 85 | 8 | 8 |
| 698,200 73 | 400,932 14 | 371,765 34 | 312,376 47 | 1,009,504 84 | 2,782,779 52 | | 1,017,439 55 | 9 | 9 |
| 26,311 07 | 6,537 58 | 8,562 53 | 8,243 41 | 27,943 92 | 77,598 51 | | 19,159 96 | 10 | 10 |
| 104,541 50 | 92,660 09 | 76,861 12 | 57,828 92 | 412,316 60 | 748,703 22 | 2,148 60 | | | 11 |
| 197,539 47 | 51,282 30 | 24,640 80 | 64,497 29 | 596,937 02 | 984,896 88 | 312,734 81 | | | 12 |
| 82,703 13 | 14,463 68 | 6,663 43 | 17,397 23 | 121,799 23 | 243,026 70 | 18,030 30 | | | 13 |
| 126,455 73 | 19,640 37 | | 29,245 79 | 274,438 35 | 449,780 24 | 135,098 37 | | | 14 |
| 83,606 72 | 13,730 10 | 7,180 64 | 42,286 25 | 212,521 52 | 359,305 23 | 104,657 65 | | | 15 |
| 143,690 52 | 48,203 72 | 20,664 05 | 94,448 45 | 411,251 90 | 718,258 64 | 208,945 47 | | | 16 |
| 58,317 42 | 10,530 81 | | 18,562 23 | 177,065 81 | 264,476 87 | 111,174 01 | | | 17 |
| 567,732 21 | 256,192 00 | 162,755 60 | 559,896 67 | 1,433,645 41 | 2,970,211 89 | 240,494 41 | | | 18 |
| 406,906 36 | 97,665 15 | 45,257 54 | 116,926 84 | 454,321 83 | 1,121,077 72 | | 340,673 83 | 19 | 19 |
| 338,896 06 | 95,813 98 | 55,984 96 | 116,611 01 | 501,863 64 | 1,109,169 65 | | 3,306 49 | 20 | 20 |
| 624,296 18 | 439,652 69 | 211,773 89 | 894,405 97 | 1,157,500 30 | 2,827,628 08 | | 664,308 58 | 21 | 21 |
| 295,907 51 | 80,761 75 | 30,148 04 | 68,095 77 | 402,520 72 | 877,483 79 | | 136,888 78 | 22 | 22 |
| 452,289 36 | 79,375 43 | 25,032 02 | 131,107 91 | 537,479 64 | 1,225,284 36 | | 146,373 35 | 23 | 23 |
| 318,220 52 | 192,352 10 | 143,764 41 | 242,998 08 | 983,656 52 | 1,890,991 63 | 107,973 18 | | | 24 |
| 171,796 85 | 51,445 16 | 35,660 19 | 58,333 45 | 401,935 39 | 719,171 04 | 90,460 27 | | | 25 |
| 186,137 04 | 48,298 60 | 20,678 68 | 76,175 06 | 230,468 51 | 511,752 89 | 19,459 24 | | | 26 |
| 116,657 87 | 26,822 22 | 5,114 19 | 22,596 69 | 328,087 88 | 497,277 85 | 183,430 24 | | | 27 |
| 114,836 96 | 14,905 18 | | 17,585 11 | 207,414 90 | 354,742 15 | 94,188 06 | | | 28 |
| 98,705 83 | 19,355 84 | 4,259 95 | 27,594 40 | 278,335 66 | 428,251 68 | 189,412 95 | | | 29 |
| 77,375 06 | 58,752 98 | 44,894 64 | 28,471 48 | 274,078 64 | 483,512 80 | 75,379 04 | | | 30 |
| 260,973 05 | 67,789 43 | 15,131 81 | 59,839 80 | 849,151 00 | 1,252,865 09 | 459,019 34 | | | 31 |
| 236,374 08 | 141,228 97 | 74,064 18 | 85,762 15 | 1,106,537 61 | 1,643,986 99 | 508,351 28 | | | 32 |
| 56,477 43 | 11,550 95 | 4,508 75 | 16,480 73 | 206,111 88 | 295,129 74 | 128,981 01 | | | 33 |
| 208,337 53 | 58,883 88 | 26,274 94 | 76,553 67 | 371,713 44 | 736,712 46 | | 22,496 02 | 34 | 34 |
| 277,085 62 | 47,496 02 | 8,198 08 | 84,761 30 | 569,064 54 | 986,550 56 | 250,167 21 | | | 35 |
| 148,691 42 | 29,419 95 | 8,937 49 | 73,808 81 | 670,021 67 | 925,879 34 | 501,801 79 | | | 36 |
| 122,037 99 | 57,784 17 | 13,516 90 | 2,029 93 | 109,578 08 | 122,562 41 | 137,935 11 | | | 37 |
| 48,941 83 | 12,800 21 | | 37,915 74 | 430,776 55 | 662,031 35 | 179,284 87 | | | 38 |
| 30,786 85 | 3,457 57 | | 13,554 02 | 278,494 08 | 348,770 14 | 230,210 53 | | | 39 |
| 30,743 47 | 3,116 80 | | 16,840 93 | 94,183 54 | 145,268 39 | 68,417 37 | | | 40 |
| 84,643 62 | 11,625 69 | | 4,435 84 | 130,714 54 | 169,010 45 | 95,466 36 | | | 41 |
| 25,994 39 | 4,960 34 | | 9,936 41 | 180,081 08 | 266,286 80 | 60,652 20 | | | 42 |
| 21,490 30 | 1,684 50 | | 1,258 50 | 255,244 07 | 287,457 30 | 225,320 51 | | | 43 |
| 18,191 48 | 3,527 48 | | 1,224 22 | 180,164 36 | 184,553 38 | 141,712 55 | | | 44 |
| 38,242 44 | 7,783 90 | | 324 38 | 55,777 47 | 77,820 81 | 82,684 52 | | | 45 |
| 177 51 | | | 62 93 | 186,325 66 | 232,414 93 | 133,556 29 | | | 46 |
| 4,465 79 | 130,077 55 | 4,477 99 | 133,463 84 | | 177 51 | | 160 39 | 47 | 47 |
| 12,317 02 | 297 00 | | 10 00 | 95,377 41 | 316,485 17 | 58,003 26 | | | 48 |
| | | | | | 108,001 43 | 84,300 78 | | | 49 |
| 8,964,606 50 | 4,509,343 65 | 2,617,574 56 | 4,003,044 95 | 19,615,489 54 | 39,710,059 20 | 5,184,996 58 | 6,740,254 48 | | |
| 10,711 22 | 18,225 84 | 5,688 18 | 516 93 | 105,208 59 | 70,066 42 | 70,066 42 | 211,441 32 | | |
| 8,975,317 72 | 4,527,569 49 | 2,623,262 74 | 4,003,561 88 | 19,510,280 95 | 39,639,992 78 | 5,114,980 16 | 6,951,695 80 | | |

No. 3.—*Statement by States of the postal receipts and expenditures, &c.*—Continued.

| Items of expenditure of a general nature not embraced above. | Items of receipt of a general nature not embraced above. |
|-------------------------------------------------------------------------------------------|----------------------------------------------------------|
| Amount paid for foreign mails and expenses of government agents... \$306,414 38 | Receipts on account of dead letters... \$7,657 63 |
| Balances paid foreign countries... 43,666 29 | Receipts on account of fines and penalties... 20,426 90 |
| Ship, steamboat, and way letters... 1,444 38 | Receipts on account of miscellaneous... 10,799 76 |
| Wrapping-paper... 19,993 59 | Revenue from money-order business... 306,767 35 |
| Twine... 52,754 64 | Excess of receipts brought down... 1,836,765 64 |
| Post-route maps... 51,914 60 | Excess of transportation accrued... 1,097,578 23 |
| Advertising... 23,282 74 | |
| Mail bags and catchers... 146,006 67 | |
| Salary and expenses of assistant superintendents of the railway mail service... 44,208 11 | |
| Mail locks and keys... 105,120 97 | |
| Postmarking and canceling stamps... 14,144 30 | |
| Mail depredations and post-office inspectors... 167,579 56 | |
| Letter balances... 10,000 00 | |
| Expenses of postage-stamps, stamped envelopes, wrappers and cards... 834,184 94 | |
| Dead-letter, official, and registered-package envelopes... 72,474 53 | |
| Sundry and miscellaneous payments... 46,466 97 | |
| Total excess of receipts over expenditures... 1,894,388 92 | |
| 3,333,995 59 | 3,332,995 59 |

No. 4.—Statement showing the condition of the account, with each item of the appropriation, for the service of the Post-Office Department for the fiscal year ended June 30, 1882.

| Title of appropriations. | Amount appropriated, including special acts and deficiencies. | Expended. | Balance unexpended. | Excess of expenditures. |
|-----------------------------------------------------------------------|---------------------------------------------------------------|----------------|---------------------|-------------------------|
| Compensation of postmasters..... | \$8,992,206 88 | \$8,964,676 72 | \$27,530 16 | |
| Compensation of clerks for post-offices..... | 3,950,000 00 | 3,908,396 60 | 41,603 40 | |
| Compensation of letter-carriers and incidental expenses..... | 2,625,000 00 | 2,623,262 74 | 1,737 26 | |
| Wrapping-paper..... | 25,000 00 | 19,993 59 | 5,006 41 | |
| Twine..... | 55,000 00 | 52,754 64 | 2,245 36 | |
| Postmarking and canceling stamps..... | 15,000 00 | 14,144 30 | 855 70 | |
| Letter-balances..... | 10,000 00 | 10,000 00 | | |
| Rent, light, and fuel for post-offices..... | 425,000 00 | 401,978 04 | 23,021 96 | |
| Stationery..... | 50,000 00 | 56,517 28 | | \$6,517 28 |
| Furniture for post-offices..... | 20,000 00 | 20,716 64 | | 716 64 |
| Miscellaneous, office of First Assistant Postmaster-General..... | 90,000 00 | 68,594 76 | 21,405 24 | |
| Inland mail transportation, railroad..... | 10,608,282 00 | 10,286,085 00 | 322,197 00 | |
| Inland mail transportation, special facilities, railroads..... | 425,000 00 | 381,533 75 | 43,466 25 | |
| Inland mail transportation, star..... | 7,900,000 00 | 5,704,466 33 | 2,194,533 67 | |
| Inland mail transportation, steamboat..... | 925,000 00 | 563,504 76 | 361,495 24 | |
| Transportation by postal-cars..... | 1,426,000 00 | 1,303,407 30 | 122,592 70 | |
| Compensation of railway post-office clerks..... | 1,590,000 00 | 1,574,081 97 | 15,918 03 | |
| Compensation of route-agents..... | 1,320,000 00 | 1,321,961 57 | | 1,961 57 |
| Compensation of mail-route messengers..... | 200,000 00 | 189,380 06 | 10,619 94 | |
| Compensation of local agents..... | 150,000 00 | 149,228 74 | 771 26 | |
| Compensation of mail-messengers..... | 775,750 00 | 713,603 95 | 62,146 05 | |
| Mail locks and keys..... | 25,000 00 | 8,736 37 | 16,263 63 | |
| Mail-bags and catchers..... | 200,000 00 | 197,038 95 | 2,961 05 | |
| Post-route maps..... | 51,914 60 | 51,914 60 | | |
| Mail depredations and post-office inspectors..... | 175,000 00 | 166,551 25 | 8,448 75 | |
| Postage-stamps..... | 105,000 00 | 103,945 23 | 1,054 77 | |
| Distribution of postage-stamps..... | 8,100 00 | 7,051 46 | 1,048 54 | |
| Stamped envelopes and newspaper wrappers..... | 515,000 00 | 510,399 45 | 4,600 55 | |
| Distribution of stamped envelopes and newspaper wrappers..... | 16,000 00 | 14,711 20 | 1,288 80 | |
| Postal cards..... | 296,000 00 | 191,264 02 | 104,735 98 | |
| Distribution of postal cards..... | 7,300 00 | 6,755 19 | 544 81 | |
| Registered, official, and dead-letter envelopes..... | 120,000 00 | 72,474 53 | 47,525 47 | |
| Ship, steamboat, and way letters..... | 4,500 00 | 1,444 38 | 3,055 62 | |
| Engraving, printing, and binding drafts and warrants..... | 1,644 35 | 1,644 35 | | |
| Advertising..... | 35,000 00 | 35,254 54 | | 254 54 |
| Miscellaneous, office of the Postmaster-General..... | 2,000 00 | 1,107 05 | 892 95 | |
| Foreign mail transportation..... | 295,000 00 | 278,351 00 | 16,649 00 | |
| Balances due foreign countries..... | 45,000 00 | 21,733 34 | 23,266 66 | |
| Miscellaneous, office of the Second Assistant Postmaster-General..... | 1,000 00 | 477 71 | 522 29 | |
| Miscellaneous, office of the Third Assistant Postmaster-General..... | 1,000 00 | 292 22 | 707 78 | |
| Refund to New Zealand and New South Wales..... | 40,000 00 | 30,000 00 | 10,000 00 | |
| Miscellaneous, money-order building..... | 3,000 00 | 2,997 01 | 2 99 | |
| Rent, money-order building..... | 8,000 00 | 1,999 98 | 6,000 02 | |
| Furniture, money-order building..... | 10,000 00 | 5,252 18 | 4,747 82 | |
| Totals..... | 48,542,697 83 | 40,039,684 75 | 3,503,063 08 | 9,450 03 |

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1882, and charged to "Miscellaneous Account, Postmaster-General."

AMOUNTS PAID BY WARRANT.

| Date. | To whom allowed. | For what object. | Amount. |
|------------------------|--------------------------------------------------------------------|----------------------------------------------------------------------------|----------|
| 1881. | | | |
| July 13 | F. B. Conger, treasurer of the National Republican Printing Co. | For one year's subscription to paper from July 1, 1881, to June 30, 1882. | \$6 00 |
| Aug. 10 | John R. Van Wormer, chief clerk of the Post-Office Department. | For hotel bills and incidental expenses during August, 1881. | 7 00 |
| 22 | John R. Van Wormer, chief clerk of the Post-Office Department. | For railroad fares and hotel bills during August, 1881. | 7 00 |
| 26 | Frank B. Conger, treasurer of the National Republican Printing Co. | For subscription to paper from July 1 to August 20, 1881. | 86 |
| 1882. | | | |
| Jan. 5 | Frank B. Conger, treasurer of the National Republican Printing Co. | For subscription to paper from July 1 to August 20, 1881. | 86 |
| Mar. 9 | John C. Parker | For subscription to the New York Tribune from July 1 to December 31, 1881. | 7 50 |
| July 10 | New York Herald. | For subscription to paper from February 11 to June 30, 1882. | 4 00 |
| 10 | W. F. Storey, proprietor of the Chicago Times. | For subscription to paper from January 1 to June 30, 1882. | 6 50 |
| 10 | Keppler & Schwarzman, proprietors of Puck. | For subscription to Puck from February 8 to June 28, 1882. | 2 10 |
| 10 | Wm. Penn Nixon, publisher of the Inter-Ocean. | For subscription to the Inter-Ocean from February 12 to June 30, 1882. | 3 75 |
| 21 | M. E. Mann. | For copy of American Cyclopaedia and Annual Cyclopaedia. | 126 00 |
| 21 | Wm. W. Moore, treasurer of the Metropolitan Railroad Co. | For car tickets for use of the Post-Office Department. | 100 00 |
| 24 | Horace Rublee, editor of the Republican-Sentinel. | For subscription from January 1 to June 30, 1882. | 5 00 |
| Aug. 23 | The Globe Printing Company, of Saint Louis, Mo. | For subscription to Globe-Democrat from February 15 to June 30, 1882. | 4 50 |
| 26 | Rand, McNally & Co. | For Atlas of the World, June 30, 1882 | 30 00 |
| Total paid by warrant. | | | \$311 07 |

AMOUNTS CREDITED ON GENERAL ACCOUNT.

| | | | |
|---------|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 1881. | | | |
| Dec. 24 | J. O. P. Burnside, disbursing clerk, Post-Office Department. | Advanced and certified by the Postmaster-General, under date of June 13 and June 25, 1881, "to be for legal expenses for which it is inexpedient to furnish vouchers." | \$500 00 |
| 24 | J. O. P. Burnside, disbursing clerk, Post-Office Department. | Advanced and certified by the Postmaster-General, under date of July and August, 1881, "to be for legal expenses for which it is inexpedient to furnish vouchers." | 563 00 |
| Nov. 1 | J. R. Van Wormer, chief clerk, Post-Office Department. | For amount expended while traveling on official business, by order of the Postmaster-General. | 219 48 |
| 1882. | | | |
| Jan. 13 | J. R. Van Wormer, chief clerk, Post-Office Department. | For amount expended while traveling on official business, by order of the Postmaster-General. | 14 50 |
| Total | | | \$1,335 98 |

RECAPITULATION.

| | |
|--------------------------------------------|------------|
| Total paid by warrant. | \$311 07 |
| Total credited on general account. | 1,335 98 |
| Total "Miscellaneous, Postmaster-General." | \$1,667 05 |

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1882, and charged to "Miscellaneous Account, First Assistant Postmaster-General."

AMOUNTS PAID BY WARRANT.

| Date. | To whom allowed. | For what object. | Amount. |
|----------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|----------|
| 1881. | | | |
| Aug. 3 | B. D. Adsit, principal clerk salary and allowance division, Post-Office Department. | For railroad fares and hotel bills during July, 1881. | \$14 10 |
| 10 | H. J. McKusick, superintendent railway mail service. | For telegrams and miscellaneous expenses during July, 1881. | 21 55 |
| 20 | James E. White, assistant superintendent railway mail service. | For telegrams and miscellaneous expenses during July, 1881. | 32 93 |
| Sept. 1 | R. C. Jackson, superintendent railway mail service. | For telegrams and hotel expenses during July, 1881. | 154 99 |
| 1 | L. M. Terrell, superintendent railway mail service. | For telegrams, railroad fares, and hotel bills during July, 1881. | 79 68 |
| 15 | R. C. Jackson, superintendent railway mail service. | For telegrams, hotel bills, and other expenses during August, 1881. | 57 66 |
| 15 | H. J. McKusick, superintendent railway mail service. | For telegrams and miscellaneous expenses during August, 1881. | 61 01 |
| 15 | L. M. Terrell, superintendent railway mail service. | For telegrams and miscellaneous expenses during August, 1881. | 73 92 |
| 15 | M. V. Bailey, superintendent railway mail service. | For railroad and steamboat fares and hotel bills during August, 1881. | 90 03 |
| 17 | W. G. Lovell, superintendent railway mail service. | For telegrams, hotel bills, and other expenses during August, 1881. | 97 85 |
| 27 | W. B. Thompson, general superintendent railway mail service. | For railroad and hotel fares during July, 1881. | 20 85 |
| 27 | W. B. Thompson, general superintendent railway mail service. | For railroad and hotel fares during August, 1881. | 17 00 |
| 28 | C. J. Frunch, superintendent railway mail service. | For railroad fares, telegrams, and hotel bills during August, 1881. | 109 71 |
| 28 | James E. White, superintendent railway mail service. | For telegrams, hotel fares, and miscellaneous expenses during August, 1881. | 68 35 |
| 30 | T. P. Cheney, superintendent railway mail service. | For printing time-cards and for telegrams during July, 1881. | 28 82 |
| 30 | T. P. Cheney, superintendent railway mail service. | For railroad fares, telegrams, and hotel bills during August, 1881. | 54 38 |
| Oct. 12 | The National Capital Telephone Company. | For rent of telephone for the quarter ended September 30, 1881. | 81 25 |
| 15 | James E. White, superintendent railway mail service. | For telegrams, hotel bills, and miscellaneous expenses during June, 1881. | 12 61 |
| Dec. 19 | B. D. Adsit, principal clerk salary and allowance division, Post-Office Department. | For railroad fares, hotel bills, &c., during October, 1881. | 46 70 |
| 1882. | | | |
| Feb. 13 | O. H. Irish, Chief Bureau Engraving and Printing. | For altering dies, printing, numbering, and binding 125 inspectors' commissions. | 125 00 |
| 18 | B. D. Adsit, principal clerk salary and allowance division, Post-Office Department. | For railroad and hotel fares during February, 1882. | 8 25 |
| Mar. 27 | B. D. Adsit, principal clerk salary and allowance division, Post-Office Department. | For railroad and hotel fares during March, 1882. | 15 25 |
| Apr. 23 | B. D. Adsit, principal clerk salary and allowance division, Post-Office Department. | For railroad fares and hotel bills during April, 1882. | 16 50 |
| May 16 | B. D. Adsit, principal clerk salary and allowance division, Post-Office Department. | For railroad and hotel fares and telegrams during May, 1882. | 17 10 |
| June 5 | B. D. Adsit, principal clerk salary and allowance division, Post-Office Department. | For railroad and hotel fares and miscellaneous expenses during May, 1882. | 18 00 |
| 26 | B. D. Adsit, principal clerk salary and allowance division, Post-Office Department. | For hotel fares and railroad expenses during June, 1882. | 6 25 |
| Total paid by warrant..... | | | 1,529 74 |

AMOUNTS PAID BY DRAFT.

| | | | |
|--------------------------|---------------------------------------------------------|-----------------------------------------------------------------------|---------|
| 1881. | | | |
| Aug. 10 | M. V. Bailey, superintendent railway mail service. | For hotel fares, printing schedules, and telegrams during July, 1881. | \$67 57 |
| 13 | Willard G. Lovell, superintendent railway mail service. | For telegrams, railroad fares, and hotel bills during July, 1881. | 99 60 |
| Total paid by draft..... | | | 167 17 |

No. 6.—*Statement in detail of miscellaneous payments, &c.*—Continued.

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS.

| Date. | To whom allowed. | For what object. | Amount |
|----------|--------------------------------------------------------|-----------------------------------------------------------------------------------------------|----------|
| 1882. | | | |
| Mar. 23 | Thomas L. James, postmaster at New York. | For amount paid for trucks in first quarter, 1880. | \$150 00 |
| Oct. 21 | Samuel Hays, postmaster at Saint Louis, Mo. | For rent of telephone in third quarter, 1881. | 20 00 |
| Nov. 12 | E. R. Wise, postmaster at Warren, Ohio. | For amount of freight on safe, second quarter, 1881. | 23 50 |
| 19 | C. E. Carr, postmaster at Galesburgh, Ill. | For rent of telephone and carpenters' work, second quarter, 1871. | 35 95 |
| Dec. 16 | J. H. Manley, postmaster at Augusta, Me. | For miscellaneous expenses, third quarter, 1881. | 138 20 |
| Jan. 17 | W. N. Byers, postmaster at Denver, Colo. | For rent of telephone, third quarter, 1881. | 13 50 |
| Feb. 2 | John P. Clum, postmaster at Tombstone, Ariz. | For amount allowed for hauling, second quarter, 1881. | 40 00 |
| 16 | Samuel Hays, postmaster at Saint Louis, Mo. | For rent of telephone for fourth quarter, 1881. | 23 50 |
| Mar. 20 | S. M. Yost, postmaster at Staunton, Va. | For water-rent, oil, and moving post-office fixtures, fourth quarter, 1879. | 14 40 |
| 20 | S. M. Yost, postmaster at Staunton, Va. | For gas-fittings, water-rent, &c., third and fourth quarters, 1880, and second quarter, 1881. | 14 51 |
| 28 | W. N. Byers, postmaster at Denver, Colo. | For rent of telephone during fourth quarter, 1881. | 13 50 |
| June 6 | S. M. Yost, postmaster at Staunton, Va. | For work and materials in moving post-office, second quarter, 1880. | 71 00 |
| 12 | James T. Pritchard, postmaster at Fredericksburgh, Va. | For repairs to safe during first quarter, 1882. | 5 00 |
| 27 | E. R. Wise, postmaster at Warren, Ohio. | For horse and buggy hire in first quarter, 1882. | 2 00 |
| Aug. 1 | H. G. Pearson, postmaster at New York, N. Y. | For amount of attorney's fees in suit against postmaster at New York. | 23 74 |
| 16 | Thomas F. Hall, postmaster at Omaha, Nebr. | For printing letter slips and heads, second quarter, 1882. | 21 50 |
| Sept. 21 | F. Lowry, postmaster at Dayton, Ohio. | For amount for repairing closet, first quarter, 1881. | 3 14 |
| 22 | Lewis McKenzie, postmaster at Alexandria, Va. | For amount paid for ice, second quarter, 1881. | 10 00 |
| 30 | J. K. Dawes, postmaster at Easton, Pa. | For amount expended in cleaning office, second quarter, 1882. | 21 12 |
| | | Total | 643 56 |

RECAPITULATION.

Amount allowed to the postmasters at the principal post-offices, credited in quarterly accounts current, for incidental expenses, such as office repairs, gas-fixtures, telegrams, &c.:

| | |
|--------------------------------------------------------------------------------------------|-------------|
| Third quarter, 1881 | \$15,312 14 |
| Fourth quarter, 1881 | 15,727 85 |
| First quarter, 1882 | 14,711 73 |
| Second quarter, 1882 | 21,006 54 |
| Total | 66,758 26 |
| Amount paid by warrant | \$1,329 74 |
| Amount paid by draft | 167 17 |
| Amount allowed postmasters and others, credited on general accounts | 643 56 |
| | 2,140 47 |
| Total | 68,898 73 |
| Deduct amount of counter-entries | 4 00 |
| Amount actually paid and charged to "Miscellaneous, First Assistant Postmaster-General" .. | 68,894 73 |

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1882, and charged to "Miscellaneous Account, Second Assistant Postmaster-General."

AMOUNTS PAID BY WARRANT.

| Date. | To whom Allowed. | For what object. | Amount. |
|---------|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------|
| 1881. | | | |
| Aug. 16 | Isaac C. Slater, superintendent railway adjustments. | For personal expenses incurred under order of the Postmaster-General of July 19, 1881. | \$60 00 |
| Oct. 10 | Isaac C. Slater, superintendent railway adjustments. | For railroad fares and hotel bills during October, 1881. | 4 95 |
| Dec. 3 | John C. Parker | For subscription to New York Tribune from July 1 to December 31, 1881. | 12 50 |
| 1882. | | | |
| Jan. 10 | H. K. Johnson | For railroad fares and hotel bills during January, 1882. | 17 90 |
| 13 | O. H. Irish, Chief of Bureau of Engraving and Printing. | For making brass seal for marking proposals, December, 1881. | 10 00 |
| 20 | Thomas Sisole | For seven (7) days' services on treading printing-press, January, 1882. | 14 00 |
| 20 | James I. Miles | For seven (7) days' services on treading printing-press, January, 1882. | 14 00 |
| 24 | Byron S. Adams | For press work in stamping bids for 1882, during January, 1882. | 25 60 |
| May 8 | J. Bradley Adams | For subscription to New York Tribune and New York Times from December 22, 1881, to July 1, 1882. | 15 90 |
| Jun 22 | Walter Spangler, clerk in the inspection division of the Second Assistant Postmaster-General's Office | For railroad fares and hotel bills incurred during April, 1882. | 33 00 |
| July 1 | John C. Parker | For subscription to the New York Times from January 1 to June 30, 1882. | 7 50 |
| 6 | R. A. Elmer, Second Assistant Postmaster-General. | For expenses incurred in the examination of the postal service in Florida during November and December, 1881. | 63 28 |
| | | Total paid by warrant | 277 71 |

AMOUNT CREDITED ON GENERAL ACCOUNT.

| | | | |
|--------|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|----------|
| 1882. | | | |
| Jun 30 | Walter Spangler, clerk in the inspection division of the Post-Office Department. | For amount allowed for personal expenses while on business for the Post-Office Department, June, 1882. | \$200 00 |
| | | Total | 200 00 |
| | | Total Miscellaneous, Second Assistant Postmaster-General. | 477 71 |

No. 8.—*Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1882, and charged to "Miscellaneous Account, Third Assistant Postmaster-General."*

AMOUNTS PAID BY WARRANT.

| Date. | To whom allowed. | For what object. | Amount. |
|----------------------------|---------------------------------------------------------------------|-------------------------------------------------------------------------------------------|---------|
| 1881. Dec. 3 | John C. Parker..... | For subscription to New York Times from July 1 to December 31, 1881. | \$7 50 |
| 1882. Jan. 5 | A. D. Hazen, Third Assistant Postmaster-General. | For personal expenses while on official business, September, 1881. | 138 00 |
| Feb. 9 | E. J. Dallas, chief of dead-letter division. | For travelling expenses under order of Third Assistant Postmaster-General, January, 1882. | 66 50 |
| Mar. 8 | D. and J. Sadlier & Co..... | For cloth Directory (Catholic), February, 1882, for use of dead-letter office. | 1 50 |
| 8 | George P. Rowell & Co..... | For copy of American Newspaper Directory, January, 1882, for use of dead-letter office. | 5 00 |
| 8 | T. Cotesworth Pinckney..... | For United States school and college directories, January, 1882—dead-letter office. | 5 00 |
| 9 | Henry A. Hazen..... | For copy of Ministry and Churches of New Hampshire, for use of dead-letter office. | 1 50 |
| 9 | Rand, McNally & Co..... | For two atlases for use of dead-letter office. | 27 00 |
| 9 | S. E. Cassino..... | For copy of Scientists' Directory, January, 1882, for use of dead-letter office. | 2 50 |
| 9 | The Presbyterian Board of Publication. | For two copies of Minutes for use of dead-letter office. | 2 22 |
| 9 | B. Griffith, secretary of the American Baptist Publication Society. | For two copies Baptist Year Book, February, 1882—dead-letter office. | 1 00 |
| July 10 | Henry Fleetwood..... | For copy of Rand & McNally's indexed atlas, July, 1882, for use of dead-letter office. | 27 00 |
| 10 | John C. Parker..... | For subscription to New York Tribune from January 1 to June 30, 1882. | 7 50 |
| Total paid by warrant..... | | | 292 22 |

No. 9.—Table showing the receipts, expenditures, and net revenue of the post-offices at which the free delivery system is in operation, for the fiscal year ended June 30, 1882.

| Offices. | Gross revenue. | Office expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent. expense on gross revenue. |
|---------------------|----------------|------------------|----------------|-----------------|--------------|-------------------------------------|
| Akron, Ohio | \$31,992 82 | \$7,184 05 | \$3,359 95 | \$10,544 00 | \$20,348 82 | 34 |
| Albany, N. Y. | 160,573 31 | 37,791 49 | 27,041 55 | 64,833 04 | 95,740 27 | 41 |
| Allegheny, Pa. | 34,828 12 | 7,810 96 | 9,845 03 | 17,155 99 | 17,672 13 | 50 |
| Atlanta, Ga. | 92,496 10 | 14,809 93 | 6,937 47 | 21,747 40 | 70,748 70 | 23 |
| Auburn, N. Y. | 34,304 95 | 8,543 77 | 4,774 44 | 13,318 21 | 20,986 74 | 39 |
| Augusta, Ga. | 35,393 49 | 9,952 63 | 4,453 78 | 14,406 41 | 20,987 08 | 41 |
| Augusta, Me. | 88,371 74 | 19,106 49 | 2,639 47 | 21,746 36 | 66,625 38 | 25 |
| Baltimore, Md. | 496,491 24 | 85,396 29 | 76,861 11 | 162,257 40 | 334,233 84 | 33 |
| Bangor, Me. | 29,070 22 | 8,467 80 | 3,400 00 | 11,867 80 | 17,202 42 | 41 |
| Bloomington, Ill. | 33,958 09 | 8,730 17 | 5,144 59 | 13,874 76 | 20,083 33 | 41 |
| Boston, Mass. | 1,405,126 99 | 256,791 68 | 185,267 51 | 442,061 19 | 963,065 80 | 31 |
| Bridgeport, Conn. | 52,260 62 | 11,257 61 | 6,639 11 | 10,896 72 | 35,363 90 | 86 |
| Brooklyn, N. Y. | 290,737 85 | 60,953 90 | 104,285 76 | 165,239 66 | 125,498 19 | 57 |
| Buffalo, N. Y. | 268,827 94 | 30,605 19 | 35,247 03 | 65,852 22 | 202,975 72 | 24 |
| Burlington, Iowa | 45,480 75 | 9,146 29 | 5,690 96 | 14,837 25 | 30,643 50 | 33 |
| Burlington, Vt. | 24,431 92 | 5,856 06 | 2,648 37 | 8,504 45 | 15,927 47 | 35 |
| Camden, N. J. | 23,294 31 | 6,306 82 | 5,921 80 | 12,228 62 | 11,065 69 | 52 |
| Charleston, S. C. | 73,390 51 | 12,421 92 | 7,160 64 | 19,582 56 | 53,807 95 | 27 |
| Chicago, Ill. | 1,738,807 23 | 344,673 06 | 187,486 00 | 532,159 06 | 1,206,648 17 | 31 |
| Cincinnati, Ohio | 595,583 38 | 104,447 59 | 75,580 28 | 180,027 87 | 415,555 51 | 30 |
| Cleveland, Ohio | 289,774 60 | 40,687 29 | 36,561 21 | 77,248 50 | 212,526 10 | 27 |
| Columbus, Ohio | 108,657 31 | 18,783 95 | 12,274 42 | 31,058 77 | 77,598 54 | 29 |
| Concord, N. H. | 27,983 10 | 7,348 65 | 2,704 81 | 10,053 46 | 17,929 64 | 36 |
| Covington, Ky. | 19,502 24 | 5,532 56 | 4,652 21 | 10,184 77 | 9,317 47 | 52 |
| Dallas, Tex. | 36,245 46 | 10,090 70 | 4,264 08 | 14,354 78 | 21,890 68 | 39 |
| Davenport, Iowa | 38,403 76 | 9,320 17 | 6,829 12 | 16,149 29 | 22,254 47 | 43 |
| Dayton, Ohio | 69,413 32 | 13,325 13 | 10,852 16 | 24,177 29 | 45,236 03 | 35 |
| Denver, Colo. | 143,078 70 | 27,451 23 | 9,231 85 | 36,713 08 | 106,365 62 | 26 |
| Des Moines, Iowa | 77,602 52 | 10,540 20 | 7,061 94 | 17,602 14 | 60,000 38 | 28 |
| Detroit, Mich. | 294,307 47 | 38,229 52 | 83,154 17 | 71,383 69 | 222,923 78 | 24 |
| Dubuque, Iowa | 42,231 69 | 8,345 75 | 5,450 00 | 13,795 75 | 28,435 94 | 33 |
| Easton, Pa. | 22,083 26 | 6,403 83 | 5,744 61 | 12,148 44 | 9,934 82 | 55 |
| Elizabeth, N. J. | 32,083 26 | 7,110 12 | 5,336 78 | 12,446 90 | 19,636 36 | 39 |
| Elmira, N. Y. | 43,651 98 | 11,413 48 | 5,555 43 | 17,268 91 | 26,383 07 | 40 |
| Erie, Pa. | 38,820 37 | 9,048 26 | 6,787 83 | 15,896 09 | 22,924 28 | 41 |
| Evansville, Ind. | 37,917 03 | 10,657 05 | 6,643 92 | 17,300 97 | 20,616 06 | 45 |
| Fall River, Mass. | 30,150 95 | 8,137 18 | 5,542 42 | 13,679 60 | 16,471 35 | 44 |
| Fort Wayne, Ind. | 36,092 02 | 10,033 54 | 6,345 37 | 16,378 91 | 19,713 11 | 45 |
| Galveston, Tex. | 76,157 91 | 15,628 45 | 6,126 03 | 21,754 48 | 54,403 43 | 29 |
| Grand Rapids, Mich. | 71,560 60 | 10,399 73 | 8,126 11 | 18,515 84 | 53,044 76 | 26 |
| Harrisburgh, Pa. | 48,072 90 | 15,427 82 | 5,400 00 | 20,827 82 | 27,245 08 | 36 |
| Hartford, Conn. | 129,468 40 | 22,620 25 | 9,713 48 | 32,333 73 | 97,134 67 | 25 |
| Hoboken, N. J. | 14,294 15 | 3,952 05 | 3,482 68 | 7,434 73 | 6,859 42 | 52 |
| Houston, Tex. | 42,786 30 | 13,058 78 | 4,741 70 | 17,800 48 | 24,985 82 | 42 |
| Indianapolis, Ind. | 167,061 10 | 36,867 75 | 27,857 28 | 65,725 08 | 101,236 07 | 39 |
| Jackson, Mich. | 26,393 02 | 6,665 90 | 3,977 26 | 10,643 16 | 15,749 86 | 40 |
| Jersey City, N. J. | 66,798 48 | 10,942 64 | 21,478 80 | 32,421 44 | 34,377 04 | 49 |
| Kansas City, Mo. | 167,603 21 | 24,874 05 | 16,506 55 | 41,380 60 | 126,222 61 | 25 |
| La Fayette, Ind. | 29,443 44 | 8,830 43 | 4,251 20 | 13,081 73 | 15,361 71 | 46 |
| Lancaster, Pa. | 32,347 79 | 7,186 00 | 4,930 46 | 12,116 46 | 20,231 33 | 37 |
| Lawrence, Mass. | 30,604 39 | 8,028 41 | 7,027 11 | 15,955 52 | 14,648 87 | 52 |
| Leadville, Colo. | 44,723 61 | 18,332 70 | 4,285 05 | 22,617 75 | 22,105 86 | 51 |
| Leavenworth, Kans. | 27,861 84 | 8,292 60 | 3,693 20 | 11,985 80 | 15,876 04 | 43 |
| Little Rock, Ark. | 32,423 32 | 10,909 02 | 4,259 95 | 15,168 97 | 17,254 35 | 47 |
| Louisville, Ky. | 220,002 50 | 33,846 45 | 31,007 98 | 64,854 43 | 155,748 07 | 29 |
| Lowell, Mass. | 66,751 63 | 9,973 84 | 9,128 59 | 19,102 43 | 47,649 20 | 29 |
| Lynn, Mass. | 42,334 18 | 7,445 50 | 8,120 87 | 15,566 37 | 26,767 81 | 37 |
| Macon, Ga. | 26,164 47 | 8,649 33 | 3,372 80 | 12,022 13 | 14,142 34 | 46 |
| Manchester, N. H. | 32,320 62 | 7,158 61 | 5,067 55 | 12,226 16 | 20,094 46 | 38 |
| Mansfield, Ohio | 25,952 11 | 6,008 05 | 2,508 96 | 8,517 01 | 17,435 10 | 38 |
| Memphis, Tenn. | 77,065 71 | 20,868 33 | 11,068 00 | 31,936 33 | 45,129 38 | 41 |
| Meriden, Conn. | 28,618 43 | 6,018 91 | 8,400 00 | 9,418 91 | 19,199 52 | 32 |
| Milwaukee, Wis. | 231,849 47 | 33,073 68 | 30,148 04 | 63,221 72 | 168,627 75 | 27 |
| Minneapolis, Minn. | 126,507 52 | 24,234 83 | 12,321 69 | 36,556 52 | 89,951 00 | 29 |
| Mobile, Ala. | 47,748 47 | 14,444 59 | 5,114 19 | 19,558 78 | 28,189 69 | 41 |
| Nashville, Tenn. | 92,253 71 | 17,887 14 | 9,610 68 | 27,497 82 | 64,755 89 | 30 |
| Newark, N. J. | 128,880 44 | 14,944 46 | 25,284 61 | 40,229 07 | 88,131 37 | 32 |
| New Bedford, Mass. | 34,649 10 | 6,120 50 | 7,115 91 | 13,236 41 | 21,412 69 | 38 |
| New Haven, Conn. | 115,649 95 | 19,389 92 | 16,492 10 | 35,882 02 | 79,767 93 | 31 |
| New Orleans, La. | 266,284 79 | 57,919 47 | 44,834 64 | 102,754 11 | 163,530 68 | 39 |
| New York, N. Y. | 4,200,066 07 | 874,871 21 | 457,796 41 | 1,332,667 62 | 2,867,398 45 | 32 |
| Norfolk, Va. | 46,430 75 | 9,838 21 | 5,609 00 | 15,347 21 | 31,083 54 | 33 |
| Oakland, Cal. | 33,921 50 | 11,945 95 | 7,442 41 | 19,388 36 | 14,533 14 | 58 |
| Omaha, Nebr. | 46,158 28 | 17,954 12 | 8,937 40 | 26,891 61 | 56,266 67 | 31 |
| Omaha, N. Y. | 26,814 25 | 6,488 94 | 5,116 17 | 11,605 11 | 15,209 14 | 43 |
| Paterson, N. J. | 32,512 89 | 6,434 33 | 7,146 51 | 13,580 84 | 18,932 05 | 42 |
| Peoria, Ill. | 67,237 68 | 11,110 23 | 7,179 38 | 18,289 61 | 48,948 07 | 27 |

No. 9.—Table showing the receipts, expenditures, and net revenue, &c.—Continued.

| Office. | Gross revenue. | Office expenses. | Free delivery. | Total expenses. | Net revenue. | Per cent. expense on gross revenue. |
|-------------------------|----------------|------------------|----------------|-----------------|---------------|-------------------------------------|
| Petersburgh, Va..... | \$19,489 03 | \$6,096 21 | \$4,671 72 | \$10,767 93 | \$8,721 10 | 54 |
| Philadelphia, Pa..... | 1,477,494 95 | 237,476 59 | 293,698 77 | 531,175 36 | 946,319 59 | 26 |
| Pittsburgh, Pa..... | 326,582 25 | 52,388 21 | 33,067 25 | 86,355 46 | 240,226 79 | 26 |
| Portland, Me..... | 98,277 14 | 22,098 42 | 8,500 80 | 30,599 22 | 67,677 92 | 31 |
| Portland, Oreg..... | 54,670 97 | 10,701 80 | 4,508 75 | 15,210 55 | 39,460 42 | 28 |
| Pottsville, Pa..... | 15,358 70 | 5,119 55 | 3,400 00 | 8,519 55 | 6,839 15 | 56 |
| Poughkeepsie, N. Y..... | 39,010 63 | 10,053 23 | 5,971 95 | 16,025 18 | 22,985 45 | 20 |
| Providence, R. I..... | 182,809 81 | 25,201 38 | 26,412 43 | 51,613 81 | 131,196 00 | 28 |
| Quincy, Ill..... | 41,439 87 | 10,879 94 | 6,732 87 | 17,112 81 | 24,327 06 | 41 |
| Reading, Pa..... | 44,800 59 | 8,746 03 | 8,491 39 | 17,237 42 | 27,563 17 | 28 |
| Richmond, Ind..... | 26,979 29 | 6,717 64 | 3,530 94 | 10,248 58 | 16,730 71 | 28 |
| Richmond, Va..... | 112,094 68 | 21,293 10 | 14,460 08 | 35,753 18 | 76,341 50 | 32 |
| Rochester, N. Y..... | 199,764 25 | 26,017 63 | 24,385 51 | 50,403 14 | 149,361 11 | 25 |
| Sacramento, Cal..... | 43,964 37 | 16,094 53 | 4,770 96 | 20,865 49 | 23,108 88 | 47 |
| Saint Joseph, Mo..... | 68,916 95 | 12,494 35 | 7,610 27 | 20,004 62 | 48,922 33 | 29 |
| Saint Louis, Mo..... | 766,592 21 | 145,212 51 | 119,847 59 | 264,860 10 | 501,732 11 | 35 |
| Saint Paul, Minn..... | 149,830 84 | 19,357 29 | 13,953 25 | 33,310 54 | 116,520 30 | 22 |
| Salem, Mass..... | 25,456 78 | 6,405 18 | 5,239 13 | 11,704 31 | 13,752 47 | 41 |
| San Francisco, Cal..... | 509,767 79 | 98,143 95 | 61,650 81 | 159,794 76 | 349,973 03 | 31 |
| Savannah, Ga..... | 64,004 49 | 16,032 41 | 5,900 00 | 21,932 41 | 42,072 08 | 34 |
| Springfield, Ill..... | 34,158 80 | 8,547 49 | 5,230 05 | 13,777 54 | 20,381 26 | 40 |
| Springfield, Mass..... | 75,117 22 | 12,197 79 | 6,802 10 | 18,999 89 | 56,117 33 | 25 |
| Springfield, Ohio..... | 52,839 66 | 10,236 75 | 5,192 75 | 15,429 50 | 37,410 16 | 29 |
| Syracuse, N. Y..... | 110,463 33 | 20,152 63 | 15,263 58 | 35,416 21 | 75,047 12 | 32 |
| Terre Haute, Ind..... | 35,180 43 | 10,946 99 | 6,356 15 | 17,303 14 | 17,877 29 | 49 |
| Toledo, Ohio..... | 117,702 12 | 20,237 79 | 12,955 85 | 33,193 64 | 84,508 48 | 24 |
| Topeka, Kans..... | 50,121 34 | 10,968 68 | 4,499 88 | 15,468 56 | 34,652 78 | 31 |
| Trenton, N. J..... | 51,250 61 | 8,804 27 | 5,528 21 | 14,336 48 | 36,914 13 | 28 |
| Troy, N. Y..... | 88,358 68 | 19,447 24 | 13,973 81 | 33,421 05 | 54,937 63 | 24 |
| Utica, N. Y..... | 63,768 58 | 11,124 99 | 10,286 26 | 21,411 25 | 42,357 33 | 34 |
| Washington, D. C..... | 257,049 67 | 134,147 57 | 48,477 99 | 182,625 56 | 74,424 11 | 71 |
| Wheeling, W. Va..... | 42,897 54 | 11,535 03 | 6,663 43 | 18,198 46 | 24,699 08 | 42 |
| Wilmington, Del..... | 47,353 26 | 9,087 58 | 8,562 53 | 17,650 11 | 29,703 15 | 37 |
| Worcester, Mass..... | 92,187 60 | 14,225 02 | 10,948 96 | 25,173 96 | 67,013 71 | 27 |
| Zanesville, Ohio..... | 23,841 88 | 6,605 13 | 3,469 62 | 10,074 75 | 13,767 13 | 42 |
| Total..... | 19,414,772 80 | 3,815,736 41 | 2,617,574 56 | 6,433,310 97 | 12,981,461 83 | ..... |

No. 10.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1862.

| Year. | Receipts. | | | Expenditures. |
|-------|----------------|------------------|----------------|----------------|
| | Revenue. | Treasury grants. | Total. | |
| 1837 | \$4,945,668 21 | | \$4,945,668 21 | \$3,288,319 03 |
| 1838 | 4,238,733 46 | | 4,238,733 46 | 4,430,662 21 |
| 1839 | 4,484,656 70 | | 4,484,656 70 | 4,636,536 31 |
| 1840 | 4,543,521 92 | | 4,543,521 92 | 4,718,235 64 |
| 1841 | 4,407,726 27 | \$482,657 00 | 4,890,383 27 | 4,499,527 61 |
| 1842 | 4,546,849 65 | | 4,546,849 65 | 5,074,751 80 |
| 1843 | 4,296,225 43 | | 4,296,225 43 | 4,374,753 71 |
| 1844 | 4,237,287 83 | | 4,237,287 83 | 4,296,512 70 |
| 1845 | 4,289,841 80 | | 4,289,841 80 | 4,320,731 99 |
| 1846 | 3,487,199 35 | 750,000 00 | 4,237,199 35 | 4,076,036 91 |
| 1847 | 3,880,309 23 | 12,500 00 | 3,892,809 23 | 3,979,542 10 |
| 1848 | 4,555,211 10 | 125,000 00 | 4,680,211 10 | 4,326,850 27 |
| 1849 | 4,705,176 28 | | 4,705,176 28 | 4,479,049 13 |
| 1850 | 5,499,984 86 | | 5,499,984 86 | 5,212,953 43 |
| 1851 | 6,410,604 33 | | 6,410,604 33 | 6,278,401 68 |
| 1852 | 5,184,526 84 | 1,741,444 44 | 6,925,971 28 | 7,108,459 04 |
| 1853 | 5,240,724 70 | 2,225,000 00 | 7,465,724 70 | 7,982,756 59 |
| 1854 | 6,255,586 22 | 2,736,748 96 | 8,992,335 18 | 8,577,424 12 |
| 1855 | 6,642,136 13 | 3,114,542 26 | 9,756,678 39 | 9,968,342 29 |
| 1856 | 6,920,821 66 | 3,748,881 56 | 10,669,703 22 | 10,405,286 36 |
| 1857 | 7,353,951 76 | 4,528,004 67 | 11,881,956 43 | 11,508,057 93 |
| 1858 | 7,486,792 86 | 4,679,270 71 | 12,166,063 57 | 12,722,470 01 |
| 1859 | 7,968,484 07 | 3,915,946 49 | 11,884,430 56 | 11,458,083 63 |
| 1860 | 8,518,067 40 | 11,154,167 54 | 19,672,234 94 | 19,170,609 89 |
| 1861 | 8,349,296 40 | 4,639,806 53 | 12,989,102 93 | 13,606,759 11 |
| 1862 | 8,290,820 90 | 2,598,953 71 | 10,889,774 61 | 11,125,364 13 |
| 1863 | 11,163,789 59 | 1,007,848 72 | 12,171,638 31 | 11,314,206 84 |
| 1864 | 12,438,253 78 | 749,980 00 | 13,188,233 78 | 12,644,786 20 |
| 1865 | 14,556,158 70 | 3,968 46 | 14,560,127 16 | 13,694,728 28 |
| 1866 | 14,436,986 21 | | 14,436,986 21 | 15,352,079 30 |
| 1867 | 15,297,026 87 | 3,991,666 67 | 19,288,693 54 | 19,235,483 46 |
| 1868 | 16,292,600 80 | 5,696,535 00 | 21,989,135 80 | 22,730,592 65 |
| 1869 | 18,344,510 72 | 5,707,115 30 | 24,051,626 02 | 23,698,131 50 |
| 1870 | 19,772,220 65 | 4,022,140 85 | 23,794,361 50 | 23,998,837 63 |
| 1871 | 20,037,045 42 | 4,126,200 00 | 24,163,245 42 | 24,390,104 08 |
| 1872 | 21,915,426 37 | 4,933,750 00 | 26,909,176 37 | 26,658,192 31 |
| 1873 | 22,996,741 57 | 5,690,475 00 | 28,687,216 57 | 29,084,945 67 |
| 1874 | 26,471,071 82 | 5,922,433 55 | 32,393,505 37 | 32,126,414 58 |
| 1875 | 26,791,360 59 | 6,704,646 96 | 33,496,007 55 | 33,611,309 45 |
| 1876 | 28,634,197 50 | 5,088,583 03 | 33,722,780 53 | 33,263,487 58 |
| 1877 | 27,531,585 26 | 7,013,300 00 | 34,544,885 26 | 33,486,322 44 |
| 1878 | 29,277,516 95 | 5,307,652 82 | 34,585,169 77 | 34,165,064 49 |
| 1879 | 30,041,982 86 | 3,297,965 25 | 33,339,948 11 | 33,449,899 45 |
| 1880 | 33,315,479 34 | 3,597,717 20 | 36,913,196 54 | 36,542,803 08 |
| 1881 | 36,785,397 97 | 3,297,921 46 | 40,083,319 43 | 39,592,566 22 |
| 1882 | 41,876,410 15 | 6,595 12 | 41,883,005 27 | 40,482,021 23 |

No. 11.—Statement of the money-order transactions at post-offices

| States and Territories. | Domestic. | | | | | |
|-------------------------|--------------------------|-------------------------|--------------------------|--------------|----------|-----------------------------------------------|
| | Number of orders issued. | Balance from last year. | Amount of orders issued. | Fees. | Premium. | Drafts and deposits received from postmaster. |
| Alabama | 140,525 | \$79,291 47 | \$1,936,118 04 | \$17,591 45 | \$51 05 | \$1,047,812 97 |
| Arizona | 20,938 | 16,021 06 | 520,435 95 | 3,377 80 | | 1,452,264 34 |
| Arkansas | 127,638 | 35,161 45 | 2,266,352 71 | 17,833 85 | 52 59 | 2,292,210 27 |
| California | 274,333 | 65,762 10 | 4,208,766 78 | 36,229 65 | | 1,592,197 00 |
| Colorado | 150,024 | 64,287 46 | 2,640,372 23 | 20,585 90 | | 394,781 00 |
| Connecticut | 95,716 | 6,933 02 | 1,180,874 13 | 11,006 90 | | 125,738 00 |
| Dakota | 51,543 | 15,604 63 | 778,772 94 | 6,689 45 | | 7,290 00 |
| Delaware | 15,169 | 2,256 75 | 149,784 20 | 1,645 50 | | 1,317,635 85 |
| District of Columbia | 22,432 | 2,086 51 | 504,212 83 | 4,185 95 | 1 44 | 1,185,515 00 |
| Florida | 62,447 | 15,699 33 | 1,080,204 11 | 8,524 85 | | 1,047,724 00 |
| Georgia | 163,644 | 23,793 17 | 2,301,000 66 | 20,629 00 | | 88,000 00 |
| Idaho | 21,008 | 5,349 36 | 468,666 73 | 3,221 60 | | 9,542,838 81 |
| Illinois | 728,589 | 90,923 50 | 8,809,674 51 | 88,654 70 | 240 54 | 1,755,043 00 |
| Indiana | 376,586 | 33,063 35 | 4,231,257 03 | 44,410 35 | | 2,479,173 94 |
| Indian Territory | 3,976 | 320 30 | 72,474 68 | 567 85 | | 1,033,651 43 |
| Iowa | 542,963 | 57,905 40 | 5,964,250 16 | 63,764 60 | | 1,603,994 00 |
| Kansas | 353,658 | 44,046 90 | 4,531,258 68 | 43,540 25 | 3 89 | 3,569,274 16 |
| Kentucky | 120,912 | 17,472 88 | 1,688,898 96 | 16,139 65 | 18 26 | 764,902 00 |
| Louisiana | 109,255 | 61,558 19 | 2,181,041 29 | 15,963 80 | 33 | 1,318,951 20 |
| Maine | 89,118 | 15,147 43 | 1,309,046 68 | 11,323 30 | | 2,146,155 30 |
| Maryland | 66,542 | 8,567 43 | 951,336 74 | 8,839 70 | 03 | 2,708,525 00 |
| Massachusetts | 223,907 | 23,749 64 | 3,069,107 97 | 27,778 60 | | 1,850,791 54 |
| Michigan | 415,342 | 61,445 31 | 5,255,960 10 | 50,615 30 | | 69,940 00 |
| Minnesota | 208,794 | 33,384 57 | 2,650,211 88 | 25,539 00 | 21 65 | 8,148,181 00 |
| Mississippi | 174,183 | 29,706 05 | 2,457,775 92 | 22,200 15 | 25 | 212,226 00 |
| Missouri | 346,133 | 55,180 31 | 4,424,345 47 | 42,517 00 | | 1,507,762 00 |
| Montana | 28,796 | 17,024 13 | 515,649 00 | 4,010 55 | 21 22 | 517,765 00 |
| Nebraska | 171,283 | 35,636 64 | 2,167,922 73 | 21,108 30 | | 113,506 00 |
| Nevada | 45,561 | 12,204 82 | 912,802 99 | 6,657 95 | | 358,309 00 |
| New Hampshire | 56,667 | 5,135 17 | 670,504 49 | 6,685 10 | | 189,581 41 |
| New Jersey | 85,101 | 9,756 17 | 1,159,181 56 | 10,596 90 | | 27,800,577 74 |
| New Mexico | 16,067 | 10,994 46 | 268,375 42 | 2,151 25 | 249 41 | 263,193 00 |
| New York | 508,397 | 51,071 92 | 7,488,215 35 | 70,299 70 | | 4,442,614 32 |
| North Carolina | 127,149 | 18,647 94 | 1,878,884 18 | 16,497 85 | 45 83 | 1,443,626 00 |
| Ohio | 568,015 | 51,064 40 | 6,401,052 55 | 67,942 95 | 120 00 | 4,335,315 29 |
| Oregon | 84,554 | 21,242 11 | 1,679,950 49 | 12,497 50 | | 114,270 00 |
| Pennsylvania | 441,196 | 60,595 73 | 5,212,354 08 | 52,947 35 | | 832,337 00 |
| Rhode Island | 32,417 | 2,872 26 | 443,574 52 | 4,028 30 | | 1,007,136 26 |
| South Carolina | 97,404 | 14,482 70 | 1,398,091 81 | 12,401 40 | 1 54 | 3,999,302 70 |
| Tennessee | 165,327 | 28,577 86 | 2,530,198 63 | 21,653 80 | 04 | 585,619 00 |
| Texas | 383,260 | 136,536 44 | 6,648,348 87 | 53,118 60 | | 155,363 00 |
| Utah | 21,101 | 12,334 33 | 378,773 33 | 2,933 50 | | 1,754,621 00 |
| Vermont | 55,387 | 6,583 95 | 613,598 81 | 6,500 95 | | 23,232 00 |
| Virginia | 106,391 | 18,276 08 | 1,380,624 41 | 13,120 45 | | 80,750 00 |
| Washington | 26,894 | 6,840 33 | 724,336 90 | 5,420 20 | | 2,708,083 33 |
| West Virginia | 46,324 | 7,183 08 | 570,200 94 | 5,709 00 | | |
| Wisconsin | 337,750 | 53,217 05 | 4,456,430 26 | 40,639 75 | | |
| Wyoming | 19,301 | 4,073 38 | 327,707 31 | 2,612 25 | | |
| Total | 8,420,869 | 1,427,108 59 | 113,400,118 21 | 1,053,710 55 | 828 07 | 101,163,030 64 |

in the United States, for the fiscal year ended June 30, 1882.

Domestic.

International.

| Canada. | | | | Great Britain and Ireland. | | | | German Empire. | | | |
|-------------------------------|--------------------------|--------------------------|-----------|----------------------------|--------------------------|-----------|--------------------------|--------------------------|-----------|--|--|
| Transfers from postage funds. | Number of orders issued. | Amount of orders issued. | Fees. | Number of orders issued. | Amount of orders issued. | Fees. | Number of orders issued. | Amount of orders issued. | Fees. | | |
| \$4,288 45 | 96 | \$2,188 77 | \$36 40 | 377 | \$7,343 27 | \$189 70 | 351 | \$6,740 19 | \$116 85 | | |
| 330 00 | 72 | 2,989 00 | 43 95 | 206 | 6,882 39 | 145 15 | 119 | 3,939 99 | 61 00 | | |
| 4,276 17 | 44 | 555 20 | 9 75 | 172 | 3,181 86 | 84 30 | 241 | 3,843 12 | 68 45 | | |
| 35,867 58 | 1,715 | 45,400 41 | 737 20 | 5,610 | 95,540 96 | 2,573 05 | 4,989 | 112,862 98 | 1,857 00 | | |
| 5,955 46 | 1,642 | 47,879 99 | 761 15 | 9,410 | 211,476 86 | 5,216 95 | 919 | 20,480 43 | 342 00 | | |
| 17,533 58 | 895 | 16,825 59 | 287 30 | 5,602 | 68,324 75 | 2,092 20 | 1,908 | 29,995 06 | 548 40 | | |
| 4,997 27 | 402 | 9,940 64 | 165 60 | 361 | 7,035 53 | 198 10 | 223 | 4,094 51 | 73 30 | | |
| 2,437 94 | 18 | 356 39 | 6 25 | 462 | 5,845 35 | 175 90 | 224 | 3,337 17 | 59 70 | | |
| | 179 | 3,172 39 | 54 00 | 740 | 9,349 45 | 289 00 | 660 | 12,757 43 | 218 55 | | |
| 6,501 78 | 134 | 3,725 62 | 61 15 | 272 | 7,045 00 | 166 50 | 257 | 6,004 03 | 102 45 | | |
| 5,457 00 | 275 | 7,346 07 | 119 90 | 539 | 10,541 30 | 271 65 | 673 | 16,406 60 | 271 20 | | |
| 527 00 | 76 | 2,862 85 | 44 95 | 279 | 7,966 03 | 188 60 | 89 | 2,156 32 | 35 25 | | |
| 87,303 85 | 3,905 | 79,444 28 | 1,348 20 | 16,211 | 240,584 65 | 6,823 40 | 18,546 | 294,154 41 | 5,345 25 | | |
| 29,331 45 | 329 | 3,314 32 | 97 30 | 1,951 | 25,962 52 | 772 45 | 2,990 | 43,446 56 | 803 45 | | |
| 36,385 96 | 405 | 7,207 16 | 130 40 | 1,909 | 27,495 20 | 796 45 | 2,453 | 40,470 08 | 725 80 | | |
| 26,696 54 | 150 | 3,044 43 | 58 15 | 808 | 12,634 70 | 353 85 | 586 | 10,723 24 | 193 75 | | |
| 16,362 39 | 152 | 2,438 63 | 44 30 | 828 | 13,407 89 | 366 05 | 1,016 | 17,512 62 | 309 60 | | |
| 1,385 14 | 229 | 6,684 10 | 105 30 | 618 | 11,941 77 | 309 00 | 881 | 16,936 03 | 286 65 | | |
| 17,313 26 | 1,095 | 35,439 02 | 598 55 | 1,553 | 21,987 83 | 632 95 | 174 | 3,009 99 | 53 80 | | |
| 7,732 07 | 194 | 4,443 67 | 73 75 | 1,702 | 22,783 10 | 682 00 | 2,535 | 35,948 22 | 663 55 | | |
| 54,496 39 | 9,893 | 200,449 84 | 3,410 75 | 17,993 | 228,103 12 | 6,877 55 | 3,072 | 53,435 96 | 944 30 | | |
| 33,476 41 | 6,965 | 143,154 23 | 2,423 35 | 7,049 | 107,118 20 | 3,019 05 | 4,299 | 60,974 64 | 1,142 85 | | |
| 15,663 28 | 2,003 | 52,679 08 | 847 70 | 1,441 | 24,004 43 | 656 15 | 1,868 | 28,230 19 | 517 15 | | |
| 6,289 79 | 18 | 330 50 | 5 55 | 88 | 1,649 36 | 42 00 | 71 | 1,456 29 | 25 05 | | |
| 47,023 90 | 632 | 13,647 30 | 234 45 | 3,435 | 56,403 42 | 1,536 15 | 3,821 | 71,250 69 | 1,251 30 | | |
| 149 25 | 390 | 11,342 81 | 182 00 | 1,064 | 28,007 10 | 665 90 | 133 | 3,759 36 | 61 35 | | |
| 38,487 12 | 198 | 3,946 43 | 66 70 | 609 | 8,799 05 | 251 75 | 768 | 13,712 29 | 242 00 | | |
| 875 31 | 407 | 12,926 30 | 205 70 | 861 | 19,238 84 | 470 80 | 205 | 5,349 73 | 86 10 | | |
| 9,777 73 | 465 | 8,603 32 | 154 70 | 1,629 | 19,922 51 | 606 80 | 262 | 4,242 27 | 76 90 | | |
| 31,150 00 | 701 | 14,456 46 | 247 60 | 12,536 | 145,643 79 | 4,482 10 | 5,846 | 88,801 85 | 1,627 35 | | |
| 90 00 | 19 | 831 10 | 14 25 | 36 | 878 51 | 22 05 | 57 | 1,685 99 | 27 40 | | |
| 96,929 96 | 6,362 | 116,147 50 | 2,029 86 | 45,650 | 591,231 51 | 17,595 15 | 32,390 | 582,672 21 | 10,516 55 | | |
| 3,164 60 | 32 | 874 02 | 16 20 | 139 | 3,129 78 | 77 60 | 348 | 10,010 00 | 161 70 | | |
| 97,097 91 | 1,656 | 28,996 98 | 523 56 | 12,284 | 173,055 03 | 5,006 70 | 8,069 | 128,218 11 | 2,318 90 | | |
| 2,435 00 | 351 | 9,355 81 | 152 70 | 692 | 14,987 36 | 372 25 | 678 | 17,018 46 | 273 45 | | |
| 59,943 02 | 2,017 | 33,396 29 | 583 10 | 16,426 | 310,838 33 | 9,330 00 | 5,960 | 138,892 65 | 2,518 50 | | |
| 1,516 50 | 810 | 13,265 81 | 239 15 | 3,975 | 53,353 30 | 1,558 25 | 491 | 8,703 78 | 152 25 | | |
| 1,515 66 | 43 | 1,006 68 | 16 95 | 234 | 5,395 21 | 132 40 | 592 | 19,457 55 | 304 05 | | |
| 13,717 62 | 134 | 2,534 20 | 43 10 | 656 | 9,946 43 | 268 60 | 312 | 5,952 75 | 104 05 | | |
| 23,231 45 | 200 | 5,033 87 | 83 50 | 1,411 | 30,648 87 | 773 10 | 1,863 | 36,064 82 | 620 30 | | |
| 277 00 | 98 | 2,717 19 | 46 70 | 117 | 14,653 17 | 433 30 | 93 | 2,319 47 | 38 40 | | |
| 13,720 00 | 290 | 3,384 99 | 72 90 | 751 | 11,054 80 | 311 70 | 76 | 1,544 60 | 26 85 | | |
| 15,774 84 | 230 | 4,327 39 | 73 00 | 656 | 11,874 03 | 314 65 | 479 | 10,796 18 | 182 45 | | |
| 501 42 | 243 | 7,606 36 | 123 10 | 184 | 5,936 75 | 143 25 | 179 | 5,169 79 | 81 10 | | |
| 5,767 67 | 17 | 515 07 | 8 65 | 401 | 6,027 05 | 172 30 | 218 | 3,319 64 | 62 15 | | |
| 23,272 89 | 1,468 | 38,344 25 | 628 10 | 1,943 | 31,217 11 | 857 65 | 4,283 | 67,836 82 | 1,252 75 | | |
| 67 | | 1,709 31 | 27 75 | 414 | 9,514 62 | 231 85 | 83 | 2,010 35 | 33 30 | | |
| 905,707 61 | 42,229 | 1,018,641 62 | 17,244 55 | 182,293 | 2,740,362 09 | 78,526 30 | 116,370 | 2,057,705 42 | 36,785 70 | | |

No. 11.—Statement of money-order transactions at post-offices in the

International—Continued.

| States and Territories. | Switzerland. | | | Italy. | | | France. | | |
|-------------------------|--------------------------|--------------------------|----------|--------------------------|--------------------------|----------|--------------------------|--------------------------|----------|
| | Number of orders issued. | Amount of orders issued. | Fees. | Number of orders issued. | Amount of orders issued. | Fees. | Number of orders issued. | Amount of orders issued. | Fees. |
| Alabama | 14 | \$414 50 | \$9 60 | 33 | \$943 00 | \$15 15 | 44 | \$1,044 64 | \$17 25 |
| Arizona | 1 | 85 00 | 1 50 | 14 | 615 00 | 9 30 | 32 | 514 87 | 9 00 |
| Arkansas | 1 | 85 00 | 1 50 | 21 | 488 26 | 7 95 | 2 | 96 76 | 1 50 |
| California | 606 | 15,781 41 | 358 85 | 617 | 14,973 81 | 244 25 | 477 | 6,786 12 | 123 85 |
| Colorado | 97 | 2,850 26 | 58 15 | 353 | 14,289 68 | 220 95 | 55 | 1,711 29 | 26 85 |
| Connecticut | 60 | 1,080 95 | 21 45 | 665 | 12,770 24 | 212 35 | 59 | 693 26 | 16 95 |
| Dakota | 1 | 200 00 | 3 00 | 4 | 200 00 | 3 00 | 2 | 10 00 | 3 00 |
| Delaware | 14 | 266 50 | 7 05 | 7 | 83 00 | 2 20 | 10 | 368 13 | 5 85 |
| District of Columbia | 46 | 784 28 | 16 60 | 84 | 1,592 27 | 23 85 | 138 | 2,736 78 | 48 00 |
| Florida | 7 | 283 76 | 4 15 | 54 | 1,592 59 | 25 50 | 35 | 680 41 | 14 10 |
| Georgia | 47 | 1,100 80 | 23 10 | 57 | 1,773 15 | 28 05 | 38 | 723 95 | 12 75 |
| Idaho | 5 | 218 76 | 3 45 | 1 | 20 00 | 30 | 9 | 135 00 | 2 40 |
| Illinois | 1,888 | 86,069 40 | 631 08 | 3,231 | 94,935 77 | 1,490 85 | 321 | 5,566 98 | 100 75 |
| Indiana | 96 | 1,671 73 | 35 65 | 70 | 2,201 94 | 35 40 | 50 | 586 98 | 11 55 |
| Indian Territory | | | | | | | | | |
| Iowa | 185 | 3,247 95 | 72 05 | 22 | 458 48 | 7 65 | 39 | 361 81 | 8 10 |
| Kansas | 28 | 1,454 38 | 10 60 | 12 | 186 75 | 4 20 | 19 | 280 08 | 5 80 |
| Kentucky | 95 | 2,363 44 | 47 45 | 96 | 2,178 29 | 35 70 | 83 | 1,438 59 | 26 10 |
| Louisiana | 99 | 2,529 38 | 59 05 | 1,328 | 32,816 22 | 585 05 | 394 | 5,560 14 | 103 20 |
| Maine | 3 | 51 88 | 1 00 | 28 | 483 51 | 8 40 | 9 | 78 85 | 1 85 |
| Maryland | 41 | 709 48 | 17 60 | 265 | 5,195 43 | 89 05 | 91 | 1,184 57 | 23 85 |
| Massachusetts | 239 | 4,489 01 | 103 10 | 1,212 | 27,932 71 | 463 00 | 449 | 7,035 81 | 131 90 |
| Michigan | 98 | 1,385 25 | 30 70 | 116 | 3,260 81 | 52 85 | 101 | 1,598 44 | 30 00 |
| Minnesota | 63 | 1,403 93 | 31 00 | 56 | 1,536 38 | 24 90 | 58 | 1,147 78 | 19 95 |
| Mississippi | | | | 70 | 2,620 33 | 43 20 | 9 | 109 45 | 2 85 |
| Missouri | 671 | 13,775 63 | 301 60 | 737 | 21,601 96 | 345 60 | 120 | 2,118 73 | 39 00 |
| Montana | 5 | 92 00 | 1 65 | 41 | 1,538 18 | 24 15 | 9 | 345 00 | 5 40 |
| Nebraska | 9 | 96 00 | 2 45 | 19 | 529 26 | 8 65 | 4 | 60 00 | 1 25 |
| Nevada | 18 | 249 94 | 5 45 | 77 | 2,577 23 | 40 65 | 22 | 653 00 | 10 65 |
| New Hampshire | 7 | 176 00 | 3 35 | 2 | 20 00 | 30 | 2 | 41 40 | 1 20 |
| New Jersey | 206 | 4,287 74 | 83 75 | 350 | 7,956 24 | 130 65 | 210 | 3,931 94 | 67 75 |
| New Mexico | | | | 44 | 1,515 04 | 24 65 | 2 | 6 40 | 1 30 |
| New York | 2,826 | 58,449 83 | 1,306 20 | 2,301 | 53,962 60 | 877 50 | 2,234 | 35,467 32 | 663 00 |
| North Carolina | 1 | 12 00 | 50 | 13 | 550 00 | 8 40 | 3 | 7 21 | 45 |
| Ohio | 795 | 14,776 83 | 335 00 | 472 | 12,235 95 | 199 40 | 182 | 2,616 07 | 47 95 |
| Oregon | 65 | 1,553 73 | 36 40 | 33 | 1,046 92 | 16 50 | 26 | 677 68 | 14 70 |
| Pennsylvania | 859 | 19,027 83 | 413 85 | 838 | 59,439 86 | 900 00 | 304 | 4,822 80 | 88 75 |
| Rhode Island | 30 | 354 01 | 8 20 | 105 | 1,551 30 | 28 05 | 91 | 1,932 09 | 33 85 |
| South Carolina | 4 | 159 26 | 3 40 | 34 | 766 78 | 13 85 | 21 | 391 88 | 7 20 |
| Tennessee | 178 | 2,973 19 | 66 45 | 150 | 3,062 87 | 49 60 | 16 | 266 64 | 4 65 |
| Texas | 202 | 4,836 68 | 94 15 | 340 | 10,597 25 | 168 50 | 141 | 2,563 50 | 45 55 |
| Utah | 27 | 438 55 | 9 70 | 5 | 86 00 | 1 50 | 11 | 261 32 | 4 35 |
| Vermont | | | | 14 | 175 91 | 3 00 | 16 | 316 03 | 6 15 |
| Virginia | 13 | 287 82 | 5 75 | 134 | 3,312 29 | 54 40 | 43 | 983 12 | 16 85 |
| Washington | 3 | 100 74 | 1 65 | | | | 7 | 91 00 | 1 85 |
| West Virginia | 15 | 408 00 | 8 35 | 3 | 105 00 | 1 65 | 12 | 160 47 | 3 15 |
| Wisconsin | 457 | 6,517 07 | 157 95 | 82 | 2,443 64 | 39 00 | 38 | 723 94 | 13 80 |
| Wyoming | | | | 3 | 55 00 | 90 | 5 | 70 00 | 1 05 |
| Total | 10,080 | 205,820 06 | 4,591 50 | 14,233 | 408,221 60 | 6,579 60 | 6,015 | 99,738 10 | 1,815 45 |

United States for the fiscal year ended June 30, 1882—Continued.

International—Continued.

| Jamaica. | | | New Zealand. | | | New South Wales. | | | Victoria. | | | Balance due postmasters. |
|--------------------------|--------------------------|--------|--------------------------|--------------------------|--------|--------------------------|--------------------------|--------|--------------------------|--------------------------|---------|--------------------------|
| Number of orders issued. | Amount of orders issued. | Fees. | Number of orders issued. | Amount of orders issued. | Fees. | Number of orders issued. | Amount of orders issued. | Fees. | Number of orders issued. | Amount of orders issued. | Fees. | |
| | | | | | | 1 | \$2 92 | \$0 15 | | | | \$16 62 |
| | | | | | | | | | | | | 95 58 |
| | | | | | | | | | | | | 56 84 |
| 11 | \$153 77 | \$2 70 | 22 | \$491 54 | \$8 25 | 25 | 651 24 | 10 65 | 24 | \$721 87 | \$11 55 | 2 9 42 |
| 2 | 73 05 | 1 20 | 1 | 1 60 | 15 | 8 | 361 10 | 5 25 | 1 | 15 00 | 30 | 19 87 |
| | | | | | | | | | 2 | 78 33 | 1 20 | 137 82 |
| | | | | | | | | | | | | 10 83 |
| | | | | | | | | | | | | 4 76 |
| | | | | | | | | | | | | 43 29 |
| 2 | 38 90 | 60 | | | | 4 | 200 00 | 3 00 | | | | 71 33 |
| 1 | 23 13 | 45 | 5 | 181 50 | 2 55 | 3 | 120 00 | 1 60 | | | | 714 04 |
| | | | 2 | 38 96 | 75 | | | | | | | 456 28 |
| | | | | | | | | | | | | 405 29 |
| | | | | | | | | | | | | 430 63 |
| 1 | 11 99 | 30 | | | | 1 | 45 94 | 75 | 1 | 5 00 | 15 | 316 24 |
| | | | 3 | 1 22 | 15 | | | | 3 | 145 71 | 2 25 | 18 54 |
| | | | 3 | 100 00 | 1 65 | 1 | 24 25 | 45 | 1 | 10 00 | 15 | 71 30 |
| 1 | 9 00 | 15 | 1 | 48 70 | 1 00 | 1 | 48 70 | 75 | | | | 206 43 |
| | | | | | | | | | 3 | 34 35 | 60 | 507 49 |
| 2 | 15 00 | 30 | 2 | 9 89 | 30 | | | | | | | 412 12 |
| | | | | | | | | | 1 | 25 00 | 45 | 102 77 |
| | | | | | | | | | | | | 552 53 |
| | | | | | | | | | | | | 513 67 |
| | | | | | | 1 | 20 00 | 30 | | | | 133 17 |
| 1 | 4 00 | 25 | 3 | 82 79 | 1 35 | 1 | 48 70 | 75 | | | | 111 88 |
| | | | | | | | | | | | | 196 61 |
| 20 | 438 63 | 8 45 | 10 | 242 75 | 4 20 | 19 | 683 76 | 10 65 | 9 | 143 90 | 2 85 | 1,006 00 |
| 1 | 50 00 | 75 | 4 | 43 48 | 95 | 1 | 48 70 | 75 | 1 | 2 19 | 15 | 115 20 |
| | | | 6 | 300 00 | 5 75 | | | | | | | 461 73 |
| 1 | 10 00 | 15 | 2 | 39 35 | 75 | 2 | 40 34 | 75 | 1 | 19 48 | 30 | 32 01 |
| 2 | 89 70 | 1 35 | | | | 1 | 50 00 | 75 | | | | 802 23 |
| | | | | | | | | | | | | 8 00 |
| | | | | | | | | | | | | 127 80 |
| | | | | | | | | | | | | 77 57 |
| | | | | | | | | | | | | 391 33 |
| | | | | | | | | | | | | 2 33 |
| | | | | | | | | | | | | 110 61 |
| | | | | | | | | | | | | 326 45 |
| | | | | | | | | | | | | 183 96 |
| | | | | | | | | | | | | 518 65 |
| 46 | 917 23 | 16 65 | 62 | 1,561 78 | 27 80 | 69 | 2,346 75 | 36 75 | 47 | 1,200 83 | 19 95 | 9,990 70 |

No. 11.—Statement of money-order transactions at post-offices in the

| States and Territories. | Domestic. | | | | International. | |
|---------------------------|------------------------|------------------------|--------------------------|-------------------------|----------------|------------------------|
| | Number of orders paid. | Amount of orders paid. | Amount of orders repaid. | Transferred to postage. | Deposits | Number of orders paid. |
| Alabama..... | 61,409 | \$949,175 15 | \$13,287 38 | \$31 96 | \$2,052,473 00 | 9 |
| Arizona..... | 4,330 | 130,569 08 | 2,899 13 | | 408,020 00 | 15 |
| Arkansas..... | 54,389 | 1,050,510 19 | 21,051 56 | 116,885 00 | 2,541,928 80 | 27 |
| California..... | 226,026 | 4,348,327 88 | 32,147 90 | 258 60 | 3,364,340 77 | 1,879 |
| Colorado..... | 70,817 | 1,324,690 69 | 23,682 08 | 11 86 | 3,134,634 50 | 160 |
| Connecticut..... | 95,523 | 1,177,739 99 | 6,008 00 | 78 00 | 506,275 00 | 1,895 |
| Dakota..... | 17,109 | 352,769 72 | 7,235 40 | 24 56 | 556,390 44 | 196 |
| Delaware..... | 7,413 | 110,359 92 | 872 82 | 330 84 | 57,240 74 | 21 |
| District of Columbia..... | 66,849 | 765,045 05 | 4,416 27 | | 1,009,828 08 | 333 |
| Florida..... | 29,647 | 611,856 57 | 8,835 37 | 3,223 00 | 639,630 00 | 63 |
| Georgia..... | 141,859 | 2,048,219 04 | 12,925 76 | 282 00 | 2,241,798 00 | 45 |
| Idaho..... | 4,533 | 139,915 85 | 3,226 18 | 33,173 00 | 385,273 00 | 5 |
| Illinois..... | 1,061,471 | 11,924,187 81 | 62,793 25 | 20,737 89 | 6,998,953 88 | 3,739 |
| Indiana..... | 252,892 | 3,424,051 78 | 25,882 48 | 1,443 09 | 2,628,150 37 | 410 |
| Indian Territory..... | 572 | 12,402 88 | 257 62 | | 59,408 50 | |
| Iowa..... | 324,201 | 4,538,981 47 | 41,930 45 | 373 63 | 3,896,361 52 | 263 |
| Kansas..... | 191,620 | 3,261,070 97 | 38,690 62 | 145 27 | 2,312,247 00 | 89 |
| Kentucky..... | 149,523 | 2,374,946 23 | 10,943 48 | 259 75 | 951,372 15 | 109 |
| Louisiana..... | 164,832 | 2,388,475 82 | 12,936 99 | 2,500 00 | 3,414,023 16 | 221 |
| Maine..... | 124,807 | 1,516,074 00 | 5,553 81 | | 592,540 00 | 2,294 |
| Maryland..... | 110,966 | 1,828,716 10 | 6,024 48 | 98 43 | 490,021 92 | 290 |
| Massachusetts..... | 464,332 | 4,607,177 55 | 17,583 87 | 434 00 | 997,845 79 | 7,628 |
| Michigan..... | 317,102 | 4,368,455 57 | 36,416 17 | 584 00 | 3,782,410 00 | 2,621 |
| Minnesota..... | 130,453 | 1,998,306 78 | 19,352 72 | 425 00 | 2,531,742 00 | 954 |
| Mississippi..... | 57,978 | 795,941 87 | 16,556 77 | 340 08 | 1,731,041 82 | 7 |
| Missouri..... | 481,064 | 7,435,384 22 | 32,891 65 | 19,587 80 | 5,232,105 09 | 483 |
| Montana..... | 6,126 | 143,314 56 | 3,528 89 | | 619,902 64 | 80 |
| Nebraska..... | 90,507 | 1,495,928 78 | 17,756 55 | 645 22 | 2,191,869 19 | 302 |
| Nevada..... | 10,065 | 234,536 50 | 6,537 83 | | 718,096 00 | 30 |
| New Hampshire..... | 39,806 | 588,339 55 | 3,450 33 | 96 00 | 230,119 51 | 246 |
| New Jersey..... | 78,836 | 1,301,196 11 | 7,106 35 | 103 01 | 445,535 00 | 701 |
| New Mexico..... | 4,122 | 95,767 44 | 2,088 97 | | 366,414 41 | 1 |
| New York..... | 1,404,675 | 14,924,817 14 | 54,122 56 | 467,260 31 | 20,738,990 94 | 16,082 |
| North Carolina..... | 53,132 | 842,544 71 | 9,457 44 | 1,462 00 | 1,310,814 31 | 7 |
| Ohio..... | 670,873 | 7,718,116 96 | 42,350 00 | 60,173 90 | 3,389,502 89 | 1,816 |
| Oregon..... | 45,978 | 1,109,093 96 | 8,497 27 | 581 00 | 1,976,028 00 | 375 |
| Pennsylvania..... | 552,519 | 6,318,653 45 | 38,152 83 | 8,634 90 | 3,677,388 06 | 2,972 |
| Rhode Island..... | 23,110 | 353,278 43 | 2,295 19 | | 270,802 00 | 345 |
| South Carolina..... | 43,112 | 630,604 22 | 6,611 88 | 124 50 | 1,622,772 00 | 12 |
| Tennessee..... | 147,515 | 2,487,159 19 | 15,105 58 | 7,773 58 | 1,806,664 19 | 35 |
| Texas..... | 206,208 | 4,220,112 80 | 49,011 01 | 2,916 84 | 6,480,204 04 | 75 |
| Utah..... | 13,582 | 309,163 92 | 3,049 70 | | 638,886 70 | 11 |
| Vermont..... | 39,925 | 569,600 64 | 3,736 67 | 117 93 | 196,611 50 | 338 |
| Virginia..... | 86,969 | 1,395,571 40 | 7,548 61 | 529 85 | 1,771,153 92 | 90 |
| Washington..... | 12,329 | 356,665 44 | 4,703 58 | | 396,778 00 | 181 |
| West Virginia..... | 22,573 | 348,369 39 | 3,583 22 | 68 50 | 315,889 55 | 5 |
| Wisconsin..... | 233,302 | 3,525,371 69 | 27,578 32 | 488 98 | 3,698,087 21 | 567 |
| Wyoming..... | 4,487 | 93,619 38 | 2,431 07 | | 245,345 05 | 15 |
| To all..... | 8,401,668 | 112,605,295 84 | 783,006 06 | 752,204 88 | 105,684,110 64 | 49,537 |

United States for the fiscal year ended June 30, 1882—Continued.

International—Continued.

| Canada. | | Great Britain and Ireland. | | | | German Empire. | | | | Switzerland. | | | |
|------------------------|--------------------------|----------------------------|------------------------|--------------------------|------------------------|------------------------|--------------------------|------------------------|------------------------|--------------------------|------------------------|------------------------|--------------------------|
| Amount of orders paid. | Amount of orders repaid. | Number of orders paid. | Amount of orders paid. | Amount of orders repaid. | Number of orders paid. | Amount of orders paid. | Amount of orders repaid. | Number of orders paid. | Amount of orders paid. | Amount of orders repaid. | Number of orders paid. | Amount of orders paid. | Amount of orders repaid. |
| \$247 36 | | 47 | \$1,326 00 | | 67 | \$2,459 09 | \$35 00 | 17 | \$432 21 | | | | |
| 464 24 | | 7 | 163 61 | \$354 87 | 6 | 150 00 | | 2 | 63 00 | | | | |
| 833 21 | | 47 | 1,228 86 | | 384 | 14,589 63 | 30 40 | 29 | 979 50 | | | | |
| 47,008 62 | \$25 00 | 600 | 13,166 91 | 293 48 | 834 | 27,514 67 | 470 58 | 62 | 1,780 31 | | | | |
| 9,183 94 | 215 00 | 190 | 4,549 58 | 68 40 | 181 | 6,972 52 | 156 50 | 125 | 1,746 17 | \$5 00 | | | |
| 17,678 54 | 30 00 | 417 | 7,061 29 | 76 30 | 296 | 8,574 78 | 232 64 | 15 | 368 03 | | | | |
| 7,849 68 | 105 00 | 45 | 1,278 57 | 20 00 | 285 | 10,851 49 | 14 00 | 1 | 460 97 | | | | |
| 274 59 | | 37 | 928 74 | 14 61 | 30 | 757 69 | 35 00 | 3 | 118 60 | | | | |
| 5,191 96 | 20 00 | 214 | 3,232 24 | 14 62 | 149 | 3,115 40 | 9 94 | 21 | 504 25 | | | | |
| 1,495 58 | | 53 | 1,285 45 | | 42 | 1,133 84 | 35 00 | 7 | 266 79 | | | | |
| 908 46 | | 52 | 1,300 38 | 125 00 | 48 | 1,763 80 | 102 00 | 10 | 290 15 | | | | |
| 174 70 | | 11 | 217 92 | | 19 | 790 26 | 60 00 | 13 | 429 35 | | | | |
| 50,132 95 | 199 85 | 1,682 | 30,702 19 | 278 22 | 4,183 | 133,661 71 | 1,416 57 | 374 | 10,454 85 | 54 15 | | | |
| 6,239 19 | 65 00 | 260 | 5,049 54 | 118 17 | 644 | 24,411 38 | 308 26 | 75 | 2,092 12 | | | | |
| 6,475 22 | 32 50 | 370 | 8,228 49 | 29 22 | 1,497 | 51,464 73 | 412 95 | 115 | 3,481 89 | | | | |
| 2,609 88 | 55 00 | 263 | 5,996 67 | | 551 | 19,684 13 | 184 10 | 112 | 3,701 08 | | | | |
| 2,403 85 | | 89 | 1,841 73 | 5 00 | 277 | 8,644 97 | 55 25 | 62 | 1,693 15 | | | | |
| 5,529 58 | 25 00 | 163 | 2,430 74 | 15 00 | 351 | 11,285 19 | 42 00 | 68 | 2,440 67 | | | | |
| 30,822 74 | 125 00 | 143 | 3,073 36 | 5 00 | 21 | 703 13 | | | | | | | |
| 5,359 26 | 1 00 | 289 | 4,410 38 | 200 63 | 570 | 13,944 54 | 122 95 | 50 | 1,393 77 | | | | |
| 121,664 89 | 701 44 | 2,083 | 32,148 34 | 403 82 | 472 | 11,201 45 | 112 50 | 43 | 734 76 | | | | |
| 86,297 29 | 496 35 | 681 | 13,138 27 | 313 05 | 1,408 | 46,433 68 | 505 40 | 163 | 4,893 35 | 41 00 | | | |
| 26,943 00 | 257 69 | 253 | 4,753 00 | 10 00 | 1,477 | 56,914 83 | 277 95 | 244 | 8,427 63 | | | | |
| 65 85 | | 23 | 429 72 | 10 00 | 62 | 2,309 54 | 25 00 | 12 | 520 08 | | | | |
| 11,241 69 | 23 00 | 478 | 8,442 41 | 97 47 | 1,704 | 53,068 46 | 332 00 | 224 | 5,681 71 | | | | |
| 3,618 75 | 50 00 | 29 | 607 18 | 26 21 | 27 | 894 14 | 35 00 | 6 | 288 26 | | | | |
| 6,960 99 | | 205 | 4,472 16 | | 796 | 28,755 22 | 135 38 | 230 | 8,283 38 | | | | |
| 1,031 75 | | 11 | 356 28 | 20 00 | 13 | 518 87 | | | | | | | |
| 4,882 42 | | 81 | 1,793 95 | 84 07 | 12 | 307 16 | | 1 | 5 79 | | | | |
| 12,374 00 | 66 50 | 1,073 | 18,734 14 | 438 29 | 1,283 | 33,690 36 | 425 75 | 76 | 2,307 49 | 40 00 | | | |
| 10 00 | | 8 | 71 96 | | 19 | 569 88 | | | | | | | |
| 196,552 16 | 817 96 | 9,383 | 119,111 71 | 1,011 97 | 9,276 | 223,053 54 | 2,499 22 | 938 | 22,107 74 | 254 10 | | | |
| 229 40 | | 32 | 674 88 | 32 43 | 28 | 667 02 | 14 70 | 10 | 250 74 | | | | |
| 27,729 74 | 112 28 | 1,150 | 22,485 39 | 190 32 | 1,892 | 58,797 78 | 411 69 | 206 | 6,183 74 | 79 50 | | | |
| 10,446 48 | 30 00 | 85 | 1,687 93 | | 82 | 2,905 89 | | 17 | 574 93 | | | | |
| 36,931 73 | 456 66 | 2,904 | 48,422 21 | 844 23 | 2,389 | 62,374 82 | 843 22 | 250 | 6,097 75 | 14 75 | | | |
| 7,086 69 | 77 00 | 300 | 5,798 75 | 84 22 | 36 | 890 59 | | 5 | 42 72 | | | | |
| 263 90 | | 46 | 605 36 | | 52 | 1,628 41 | | 1 | 2 51 | | | | |
| 662 32 | | 83 | 2,031 12 | 20 00 | 95 | 2,671 70 | 5 00 | 47 | 1,658 41 | | | | |
| 2,478 57 | 5 00 | 336 | 8,691 80 | 32 99 | 950 | 35,557 17 | 182 00 | 69 | 1,901 13 | | | | |
| 232 50 | 2 00 | 101 | 2,098 83 | 38 00 | 33 | 1,167 96 | | 8 | 242 74 | | | | |
| 7,455 70 | | 31 | 671 69 | 9 75 | 11 | 211 29 | | 3 | 33 76 | | | | |
| 1,940 87 | | 197 | 4,319 01 | 1 00 | 72 | 1,674 37 | 75 00 | 19 | 592 46 | 20 00 | | | |
| 5,141 50 | | 21 | 824 15 | | 38 | 1,745 28 | 38 05 | 3 | 142 36 | | | | |
| 187 49 | | 44 | 1,033 28 | 5 00 | 54 | 1,383 03 | 65 00 | 27 | 894 93 | | | | |
| 14,180 06 | 210 00 | 205 | 6,462 83 | 64 31 | 2,292 | 75,800 30 | 715 25 | 244 | 8,429 81 | 350 75 | | | |
| 562 72 | | 12 | 451 68 | 122 22 | 7 | 276 30 | | | | | | | |
| 785,316 01 | 4,296 73 | 24,940 | 407,766 93 | 5,479 96 | 34,974 | 1,047,940 77 | 10,421 15 | 4,020 | 113,292 05 | 859 25 | | | |

No. 11.—Statement of money-order transactions at post offices in the

International—Continued.

| States and Territories. | Italy. | | | France. | | | Jamaica. | | |
|-------------------------|------------------------|------------------------|--------------------------|------------------------|------------------------|--------------------------|------------------------|------------------------|--------------------------|
| | Number of orders paid. | Amount of orders paid. | Amount of orders repaid. | Number of orders paid. | Amount of orders paid. | Amount of orders repaid. | Number of orders paid. | Amount of orders paid. | Amount of orders repaid. |
| Alabama | 1 | \$11 45 | | 9 | \$301 10 | | | | |
| Arizona | | | | 2 | 51 46 | | | | |
| Arkansas | 3 | 114 48 | | 12 | 337 46 | | | | |
| California | 30 | 1,024 51 | \$25 00 | 159 | 4,648 79 | \$85 00 | | | |
| Colorado | | | 60 00 | 61 | 968 46 | | | | |
| Connecticut | 16 | 695 08 | 54 00 | 40 | 674 63 | 72 | 1 | \$1 91 | |
| Dakota | | | | 1 | 19 04 | | | | |
| Delaware | | | | 13 | 539 22 | | | | |
| District of Columbia | 26 | 663 35 | 5 00 | 52 | 1,028 29 | | 1 | 1 22 | |
| Florida | 1 | 47 70 | | 11 | 322 03 | | 6 | 151 32 | |
| Georgia | 1 | 19 08 | | 5 | 164 99 | 20 00 | | | |
| Idaho | | | | | 30 00 | | | | |
| Illinois | 34 | 1,073 05 | 82 00 | 110 | 2,853 07 | 50 | 8 | 95 69 | |
| Indiana | 3 | 30 52 | | 15 | 270 63 | 10 00 | | | |
| Indian Territory | | | | | | | | | |
| Iowa | 5 | 62 77 | | 30 | 937 67 | 5 40 | 2 | 58 44 | |
| Kansas | 6 | 239 46 | | 39 | 1,538 52 | | | | |
| Kentucky | 3 | 114 48 | | 18 | 315 74 | | | | |
| Louisiana | 48 | 1,731 60 | 96 00 | 236 | 6,826 08 | 4 29 | 4 | 58 58 | |
| Maine | 1 | 7 63 | | 11 | 298 28 | | 3 | 27 35 | |
| Maryland | 34 | 1,280 00 | 5 00 | 36 | 673 32 | | 6 | 192 20 | |
| Massachusetts | 42 | 1,126 45 | 20 88 | 106 | 1,505 36 | 145 48 | 12 | 302 50 | |
| Michigan | 6 | 255 29 | | 39 | 1,226 07 | 88 88 | 4 | 34 60 | |
| Minnesota | 3 | 97 80 | | 7 | 200 69 | | | | |
| Mississippi | 2 | 56 29 | | 4 | 40 59 | | | | |
| Missouri | 12 | 399 82 | | 83 | 2,626 51 | | 1 | 24 35 | |
| Montana | | | | | | | | | |
| Nebraska | 4 | 190 80 | | 14 | 600 54 | | | | |
| Nevada | 8 | 301 58 | | 3 | 142 85 | 20 00 | | | |
| New Hampshire | | | | 2 | 88 09 | 7 54 | | | |
| New Jersey | 10 | 350 30 | | 58 | 1,236 00 | 1 98 | 4 | 102 27 | |
| New Mexico | | | | | | | | | |
| New York | 291 | 5,471 32 | 146 00 | 1,196 | 18,616 38 | 278 93 | 216 | 6,796 55 | |
| North Carolina | | | | 1 | 38 09 | | | | |
| Ohio | 16 | 484 15 | 50 00 | 57 | 1,064 21 | 5 00 | 5 | 29 54 | |
| Oregon | | | | 7 | 138 97 | | | | |
| Pennsylvania | 60 | 1,089 74 | 182 00 | 158 | 3,607 09 | 40 00 | 22 | 403 00 | |
| Rhode Island | 6 | 142 01 | | 10 | 236 13 | | | | |
| South Carolina | | | | 2 | 100 00 | 1 38 | | | |
| Tennessee | 5 | 162 18 | 10 00 | 7 | 83 17 | | | | |
| Texas | 26 | 1,123 35 | | 34 | 873 89 | | | | |
| Utah | 10 | 477 00 | | | | | | | |
| Vermont | | | | 2 | 39 23 | | 1 | 4 87 | |
| Virginia | 17 | 654 15 | 30 00 | 24 | 548 92 | 20 00 | 1 | 4 87 | |
| Washington | | | | 9 | 328 07 | | | | |
| West Virginia | | | | 5 | 23 03 | | | | |
| Wisconsin | 8 | 119 48 | | 40 | 1,225 03 | | 1 | 4 87 | |
| Wyoming | | | | | | | | | |
| Total | 738 | 19,616 87 | 715 96 | 2,728 | 57,352 79 | 745 10 | 297 | 8,284 18 | |

United States during the fiscal year ended June 30, 1882—Continued.

| International—Continued. | | | | | | | | | Total. | | | |
|--------------------------|------------------------|--------------------------|------------------------|------------------------|--------------------------|------------------------|------------------------|--------------------------|------------|-----------------------------|--------------------------------|----------------------|
| New Zealand. | | | New South Wales. | | | Victoria. | | | Expenses. | Commissions and clerk-hire. | Balance due the United States. | Miscellaneous items. |
| Number of orders paid. | Amount of orders paid. | Amount of orders repaid. | Number of orders paid. | Amount of orders paid. | Amount of orders repaid. | Number of orders paid. | Amount of orders paid. | Amount of orders repaid. | | | | |
| | | | | | | | | | \$220 05 | \$8,016 46 | \$25,981 18 | \$224 96 |
| | | | | | | | | | 23 00 | 1,490 56 | 9,698 19 | |
| 14 | \$1,793 22 | | 19 | \$509 41 | | 35 | \$644 80 | | 1,005 95 | 8,879 84 | 25,639 05 | 402 28 |
| | | | | | | | | | 3,600 66 | 23,099 71 | 67,796 16 | 119 38 |
| 8 | 150 56 | | 1 | 1 28 | | 2 | 29 22 | | 34 62 | 9,587 38 | 52,252 28 | 98 31 |
| | | | | | | | | | 44 15 | 7,414 38 | 12,010 29 | 280 97 |
| | | | | | | | | | 421 03 | 3,217 28 | 15,757 71 | 11 21 |
| 1 | 14 | | | | | 3 | 64 88 | | 19 75 | 856 29 | 1,614 84 | 2 90 |
| | | | | | | | | | 59,426 80 | 5,441 10 | 8,169 34 | |
| | | | | | | | | | 109 97 | 4,430 86 | 23,526 33 | 14 11 |
| | | | | | | | | | 495 73 | 11,534 09 | 28,211 53 | 64 43 |
| 25 | 517 59 | | 10 | 256 87 | | 6 | 161 80 | | 581 25 | 1,460 40 | 14,284 52 | 95 17 |
| 2 | 31 16 | | 1 | 14 61 | | | | | 2,688 92 | 66,484 48 | 96,998 48 | 596 01 |
| | | | | | | | | | 449 30 | 23,208 78 | 32,532 99 | 212 33 |
| | | | | | | | | | | 220 28 | 934 00 | 119 75 |
| 2 | 34 09 | | | | | | | | 817 27 | 32,964 00 | 68,848 29 | 1,411 57 |
| 1 | 4 87 | | | | | | | | 604 02 | 22,675 10 | 36,919 41 | 198 24 |
| | | | | | | | | | 2,403 76 | 11,452 99 | 16,801 61 | 167 66 |
| 1 | 24 35 | | 1 | 24 35 | | 1 | 1 52 | | 2,277 08 | 8,871 35 | 70,511 84 | 12 24 |
| 3 | 76 09 | | | | | | | | 103 98 | 8,360 68 | 18,487 68 | 55 71 |
| 78 | 3,103 38 | | 10 | 223 63 | | 12 | 198 62 | | 65 | 7,850 84 | 7,155 50 | 90 11 |
| | | | 1 | 19 48 | | 1 | 4 26 | | 245 35 | 26,049 29 | 31,954 85 | 420 74 |
| 2 | 97 40 | | | | | | | | 134 38 | 29,608 58 | 63,007 82 | 324 90 |
| | | | | | | | | | 168 26 | 13,901 48 | 33,903 18 | 96 96 |
| 3 | 82 38 | | 1 | 29 22 | | | | | 35 56 | 9,419 05 | 35,501 76 | 86 07 |
| | | | 2 | 48 70 | | | | | 2,957 84 | 32,726 57 | 61,803 82 | 789 63 |
| | | | | | | | | | 45 65 | 1,856 85 | 20,931 15 | |
| | | | | | | | | | 16 75 | 11,194 31 | 31,825 11 | 113 36 |
| | | | | | | 1 | 24 35 | | 8 88 | 2,914 11 | 10,182 98 | |
| 14 | 351 32 | | | | | 2 | 58 44 | | 24 42 | 3,796 06 | 6,453 23 | 207 09 |
| | | | | | | | | | 18 80 | 7,528 10 | 8,983 47 | 319 62 |
| 219 | 2,178 08 | | 36 | 687 27 | | 56 | 1,181 64 | | | 987 54 | 10,568 08 | |
| | | | | | | | | | 38,243 38 | 98,087 93 | 57,075 38 | 632 93 |
| 7 | 88 24 | | | | | 1 | 24 35 | | 3,063 60 | 7,648 17 | 18,333 02 | 99 52 |
| | | | 3 | 126 50 | | | | | 226 20 | 44,982 85 | 59,253 02 | 635 58 |
| 35 | 464 36 | | 6 | 62 68 | | 5 | 63 79 | | 523 36 | 6,789 85 | 88,440 22 | 59 44 |
| 1 | 48 70 | | | | | 1 | 48 70 | | 469 30 | 37,166 48 | 59,205 77 | 836 45 |
| | | | | | | | | | 362 25 | 1,950 43 | 4,344 77 | 11 80 |
| 2 | 14 61 | | | | | | | | 14 85 | 5,854 94 | 16,729 58 | 198 30 |
| | | | | | | | | | 346 11 | 12,946 83 | 26,035 88 | 226 16 |
| 4 | 48 69 | | | | | 2 | 48 70 | | 2,706 79 | 27,274 51 | 117,196 03 | 261 63 |
| 1 | 17 04 | | | | | | | | 19 60 | 1,812 44 | 23,612 63 | 17 73 |
| 1 | 14 61 | | 2 | 73 05 | | | | | 37 35 | 4,451 68 | 6,636 54 | 132 61 |
| | | | | | | | | | 114 17 | 8,222 30 | 21,644 34 | 348 42 |
| | | | | | | | | | 19 00 | 2,747 90 | 12,443 20 | |
| 3 | 37 25 | | | | | 1 | 48 70 | | 3 00 | 2,807 65 | 6,241 81 | 21 13 |
| 1 | 24 35 | | | | | | | | 190 10 | 23,325 49 | 49,956 43 | 417 15 |
| | | | | | | | | | 28 40 | 1,141 38 | 4,134 52 | |
| 427 | 9,202 47 | | 93 | 2,077 05 | | 129 | 2,603 72 | | 125,371 24 | 694,709 62 | 1,511,549 21 | 10,424 65 |

No. 12.—*Statement showing the receipts and disbursements at the money-order offices of the United States during the fiscal year ended June 30, 1882.*

RECEIPTS.

| | |
|-------------------------------------------------------------------------------------------------------|--------------------|
| Balance in the hands of postmasters June 30, 1881 | \$1, 427, 108 59 |
| Balance in the hands of the Assistant United States Treasurer at New York, N. Y., June 30, 1881 | 2, 321, 740 83 |
| Amount deposited with the Assistant United States Treasurer at New York, N. Y. | 2, 054, 745 53 |
| Amount received for domestic money-orders issued. | \$113, 400, 118 21 |
| Amount received for Canadian international money-orders issued. | 1, 018, 641 62 |
| Amount received for British international money-orders issued. | 2, 740, 362 09 |
| Amount received for German international money-orders issued. | 2, 057, 705 42 |
| Amount received for Swiss international money-orders issued. | 205, 820 06 |
| Amount received for Italian international money-orders issued. | 408, 221 60 |
| Amount received for French international money-orders issued. | 99, 738 10 |
| Amount received for Jamaica international money-orders issued. | 917 23 |
| Amount received for New Zealand international money-orders issued. | 1, 561 78 |
| Amount received for New South Wales international money-orders issued. | 2, 345 75 |
| Amount received for Victoria international money-orders issued. | 1, 200 83 |
| Total issued. | 119, 936, 632 69 |
| Amount received for fees on domestic money-orders issued. | 1, 053, 710 55 |
| Amount received for fees on Canadian international money orders issued. | 17, 244 55 |
| Amount received for fees on British international money-orders issued. | 78, 526 30 |
| Amount received for fees on German international money-orders issued. | 36, 785 70 |
| Amount received for fees on Swiss international money-orders issued. | 4, 591 50 |
| Amount received for fees on Italian international money-orders issued. | 6, 579 60 |
| Amount received for fees on French international money-orders issued. | 1, 815 45 |
| Amount received for fees on Jamaica international money-orders issued. | 16 65 |
| Amount received for fees on New Zealand international money-orders issued. | 27 80 |
| Amount received for fees on New South Wales international money-orders issued. | 36 75 |
| Amount received for fees on Victoria international money-orders issued. | 19 95 |
| Total fees. | 1, 199, 354 80 |
| Amount received for premiums, &c. | 828 07 |
| Amount received for deposits. | 90, 339, 829 68 |
| Amount received for drafts. | 10, 823, 200 96 |
| Amount transferred from postage fund. | 905, 707 61 |
| Amount overpaid by postmasters. | 9, 990 70 |
| Total receipts. | 229, 019, 139 46 |

DISBURSEMENTS.

| | |
|----------------------------------------------------------|--------------------|
| Amount of domestic money-orders paid. | \$112, 605, 295 84 |
| Amount of Canadian international money-orders paid. | 785, 326 01 |
| Amount of British international money-orders paid. | 407, 766 93 |
| Amount of German international money-orders paid. | 1, 047, 940 77 |

| | |
|------------------------------------------------------------------------------------------------------|-------------------------|
| Amount of Swiss international money-orders paid... | \$113,292 05 |
| Amount of Italian international money-orders paid... | 19,616 87 |
| Amount of French international money-orders paid... | 57,352 79 |
| Amount of Jamaica international money-orders paid... | 8,284 13 |
| Amount of New Zealand international money-orders paid | 9,202 47 |
| Amount of New South Wales international money-orders paid | 2,077 05 |
| Amount of Victoria international money-orders paid. | 2,603 72 |
| Total paid | 115,058,758 63 |
| Amount of domestic money-orders repaid. \$783,006 06 | |
| Amount of Canadian international money-orders repaid..... | 4,296 73 |
| Amount of British international money-orders repaid..... | 5,479 96 |
| Amount of German international money-orders repaid..... | 10,421 15 |
| Amount of Swiss international money-orders repaid..... | 859 25 |
| Amount of Italian international money-orders repaid..... | 715 98 |
| Amount of French international money-orders repaid..... | 745 10 |
| Amount of Jamaica international money-orders repaid..... | |
| Amount of New Zealand international money-orders repaid..... | |
| Amount of New South Wales international money-orders repaid..... | |
| Amount of Victoria international money-orders repaid..... | |
| Total repaid | 805,524 23 |
| Amount transferred to postage fund..... | 752,204 88 |
| Amount deposited at first-class offices..... | 105,684,110 64 |
| Amount paid for incidental expenses..... | 125,371 24 |
| Amount paid for commissions and clerk-hire..... | 694,709 62 |
| Miscellaneous items..... | 10,424 65 |
| Amount of drafts drawn on and paid by the Assistant United States Treasurer at New York, N. Y..... | 1,753,430 95 |
| Balance in the hands of the Assistant United States Treasurer at New York, N. Y., June 30, 1882..... | 2,623,055 41 |
| Balance in the hands of postmasters June 30, 1882.... | 1,511,549 21 |
| Total disbursements | \$229,019,139 46 |

No. 13.—Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1882.

| | |
|----------------------------------------------------------------|---------------------|
| Amount received for fees on issued orders..... | \$1,053,710 55 |
| Amount received for premiums, &c..... | 828 07 |
| | 1,054,538 62 |
| Amount allowed postmasters for commissions and clerk-hire..... | \$652,399 06 |
| Lost remittances..... | 1,105 00 |
| Bad debts..... | 33,083 52 |
| Incidental expenses..... | 87,609 87 |
| Net revenue..... | 280,341 17 |
| | 1,054,538 62 |

No. 14.—Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1881.

CANADIAN.

| | | |
|-------------------------------------------------|------------|------------------|
| Amount received for fees on issued orders | | \$14,053 65 |
| Amount allowed postmasters: | | |
| For commissions and clerk-hire | \$5,153 47 | |
| For incidental expenses | 101 70 | |
| Excess of commissions paid Canada | 1,027 17 | |
| Net revenue | 7,776 31 | |
| | | <u>14,053 65</u> |

BRITISH.

| | | |
|-------------------------------------------------|-------------|------------------|
| Amount received for fees on issued orders | | \$58,225 10 |
| Gain in exchange | | 10,966 93 |
| | | <u>69,122 03</u> |
| Amount allowed postmasters: | | |
| For commissions and clerk-hire | \$14,949 14 | |
| For incidental expenses | 140 84 | |
| Excess of commissions paid Great Britain | 12,365 26 | |
| Net revenue | 41,666 79 | |
| | | <u>69,122 03</u> |

GERMAN.

| | | |
|-------------------------------------------------|-------------|------------------|
| Amount received for fees on issued orders | | \$24,904 60 |
| Gain in exchange | | 12,250 44 |
| | | <u>37,155 04</u> |
| Amount allowed postmasters: | | |
| For commissions and clerk-hire | \$14,174 64 | |
| For incidental expenses | 179 43 | |
| Excess of commissions paid Germany | 3,892 87 | |
| Net revenue | 18,908 10 | |
| | | <u>37,155 04</u> |

SWISS.

| | | |
|-------------------------------------------------|------------|-----------------|
| Amount received for fees on issued orders | | \$4,106 90 |
| Gain in exchange | | 337 34 |
| | | <u>4,444 24</u> |
| Amount allowed postmasters: | | |
| For commissions and clerk-hire | \$1,646 70 | |
| For incidental expenses | 16 57 | |
| Excess of commissions paid Switzerland | 338 64 | |
| Net revenue | 2,442 33 | |
| | | <u>4,444 24</u> |

ITALIAN.

| | | |
|-------------------------------------------------|------------|------------------|
| Amount received for fees on issued orders | | \$4,497 94 |
| Gain in exchange | | 6,876 57 |
| | | <u>11,373 47</u> |
| Amount allowed postmasters: | | |
| For commissions and clerk-hire | \$1,098 70 | |
| For incidental expenses | 19 42 | |
| Excess of commissions paid Italy | 1,786 10 | |
| Net revenue | 8,469 25 | |
| | | <u>11,373 47</u> |

FRENCH.

| | | |
|-------------------------------------------------|----------|-----------------|
| Amount received for fees on issued orders | | \$1,333 30 |
| Gain in exchange | | 914 27 |
| | | <u>2,247 57</u> |
| Amount allowed postmasters: | | |
| For commissions and clerk-hire | \$347 64 | |
| For incidental expenses | 11 46 | |
| Excess of commissions paid France | 225 07 | |
| Net revenue | 1,163 40 | |
| | | <u>2,247 57</u> |

No. 15.—*Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1882.*

| | | |
|-------------------------------------------------------------------------------------------|--------------|--------------|
| Amount transferred from postage to money-order account..... | | \$905,707 61 |
| Amount transferred from money-order to postage account..... | \$752,204 88 | |
| Less balance due postage account from June 30, 1881 (transferred September 23, 1881)..... | 464,505 07 | |
| | <hr/> | |
| | 287,699 81 | |
| Balance due postage account June 30, 1882 (transferred September 27, 1882)..... | 618,007 80 | |
| | <hr/> | 905,707 61 |

No. 16.—*Statement of assets and liabilities June 30, 1882.*

ASSETS.

| | |
|----------------------------------------------------------------------------|----------------|
| Balance in the hands of Assistant Treasurer at New York June 30, 1882..... | \$2,623,055 41 |
| Balance in the hands of postmasters June 30, 1882..... | 1,511,549 21 |
| | <hr/> |
| | 4,134,604 62 |

LIABILITIES.

| | |
|-------------------------------------------------------------------------------------------------------|--------------|
| Revenue on domestic money-order account..... | \$280,341 17 |
| Revenue on international money-order account..... | 80,426 18 |
| Amount due postage account..... | 618,007 80 |
| Unpaid domestic and international money-orders and balances of unadjusted international accounts..... | 3,155,829 47 |
| | <hr/> |
| | 4,134,604 62 |

No. 17.—*Weight of letters, newspapers, &c., sent from the United States to European countries during the fiscal year ended June 30, 1882.*

| Steamship lines. | Great Britain. | | Germany. | | France. | |
|------------------------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|
| | Letters. | Papers, &c. | Letters. | Papers, &c. | Letters. | Papers, &c. |
| | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> |
| Cunard..... | 15,699,824 | 63,597,208 | 5,590,074 | 13,681,611 | 672,676 | 1,257,237 |
| White Star..... | 20,206,418 | 92,723,582 | 2,115,523 | 3,310,492 | 2,447,477 | 10,278,938 |
| Liverpool and Great Western Steam Company..... | 20,615,780 | 89,807,477 | 11,155,924 | 36,467,152 | 2,395,046 | 13,573,135 |
| Hamburg-American Packet Company..... | 3,145,491 | 15,893,834 | 9,349,780 | 32,987,050 | 1,336,381 | 8,079,583 |
| North German Lloyd of Bremen..... | 3,452,238 | 15,326,896 | 16,311,319 | 61,776,064 | 679,701 | 1,868,881 |
| Inman..... | 13,755,109 | 65,384,819 | 1,353,896 | 2,043,800 | 1,632,054 | 7,570,433 |
| Anchor..... | 2,213,383 | 12,675,242 | 199,665 | 472,930 | 85,588 | 716,183 |
| Canadian..... | 196,022 | 2,298,584 | | | | |
| American Steamship Company..... | 831,482 | 5,542,244 | | | | |
| Red Star..... | | | | | | |
| French..... | | | | | 1,859,678 | 8,890,517 |
| Netherlands Steam Navigation Company..... | | | | | | |
| Total..... | 80,115,747 | 363,249,886 | 46,076,131 | 150,738,599 | 11,108,601 | 52,234,902 |
| Increase compared with last fiscal year..... | 9,437,981 | 59,063,531 | 7,937,117 | 21,281,690 | 986,364 | 5,931,318 |

No. 17.—*Weight of letters, newspapers, &c.*—Continued.

| Steamship lines. | Italy. | | Belgium. | | Denmark. | |
|-------------------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Letters. | Papers, &c. | Letters. | Papers, &c. | Letters. | Papers, &c. |
| | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> |
| Cunard | 955,390 | 3,859,887 | 226,884 | 820,832 | 239,280 | 321,342 |
| White Star | 1,212,197 | 7,197,311 | 364,516 | 1,585,494 | 3,790 | 4,000 |
| Liverpool and Great Western Steam Company | 1,435,462 | 5,778,294 | 284,182 | 1,304,582 | 678,795 | 1,232,638 |
| Hamburg-American Packet Company | 212,201 | 1,191,686 | 44,722 | 263,075 | 486,055 | 902,103 |
| North German Lloyd of Bremen | 286,460 | 1,412,096 | 72,610 | 302,901 | 1,004,110 | 1,347,100 |
| Inman | 921,118 | 5,186,591 | 242,478 | 1,142,889 | 13,050 | 23,070 |
| Anchor | 62,520 | 351,040 | 11,005 | 92,573 | 34,840 | 89,440 |
| Canadian American Steamship Company | | | | | | |
| Red Star | | | 7,100 | 13,152 | | |
| French | | | | | | |
| Netherlands Steam Navigation Company | | | | | | |
| Total | 5,085,348 | 24,976,905 | 1,253,497 | 5,525,498 | 2,450,920 | 3,925,033 |
| Increase compared with last fiscal year | 1,815,338 | 3,444,085 | 95,766 | 417,347 | 685,490 | 339,533 |

| Steamship lines. | Netherlands. | | Switzerland. | | Spain. | |
|-------------------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Letters. | Papers, &c. | Letters. | Papers, &c. | Letters. | Papers, &c. |
| | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> |
| Cunard | 462,336 | 894,974 | 553,604 | 1,897,452 | 214,258 | 1,149,497 |
| White Star | 698,408 | 2,276,759 | 881,166 | 4,067,892 | 318,619 | 2,389,060 |
| Liverpool and Great Western Steam Company | 543,724 | 1,513,403 | 818,055 | 4,326,907 | 262,592 | 1,806,183 |
| Hamburg-American Packet Company | 96,370 | 320,718 | 133,209 | 759,256 | 50,506 | 374,316 |
| North German Lloyd of Bremen | 141,695 | 391,898 | 161,995 | 715,538 | 55,530 | 361,010 |
| Inman | 428,573 | 1,586,890 | 572,475 | 2,937,923 | 220,852 | 1,641,960 |
| Anchor | 22,300 | 92,840 | 36,900 | 186,840 | 9,000 | 97,000 |
| Canadian American Steamship Company | | | | | | |
| Red Star | | | | | | |
| French | | | | | | |
| Netherlands Steam Navigation Company | 2,030 | | | | | |
| Total | 2,395,436 | 7,077,477 | 3,157,404 | 14,891,808 | 1,131,550 | 7,818,045 |
| Increase compared with last fiscal year | 317,096 | 1,243,657 | 417,864 | 2,648,428 | 74,019 | 1,089,505 |

No. 17.—*Weight of letters, newspapers, &c.*—Continued.

| Steamship lines. | Portugal. | | Sweden. | | Norway. | |
|------------------------------------------------------|-----------------|-----------------|---------------------|---------------------|--------------------|--------------------|
| | Letters. | Papers, &c. | Letters. | Papers, &c. | Letters. | Papers, &c. |
| | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> |
| Cunard | 21, 775 | 15, 580 | 1, 018, 890 | 1, 301, 844 | 461, 415 | 674, 072 |
| White Star | 33, 064 | 71, 529 | 22, 620 | 14, 940 | 119, 090 | 117, 560 |
| Liverpool and Great Western Steam Company | 47, 766 | 89, 276 | 2, 940, 135 | 6, 725, 024 | 1, 573, 040 | 2, 911, 590 |
| Hamburg-American Packet Company | 7, 200 | 11, 420 | 2, 371, 210 | 3, 490, 880 | 1, 135, 700 | 1, 846, 491 |
| North German Lloyd of Bremen | 5, 798 | 5, 835 | 3, 852, 330 | 8, 057, 563 | 2, 082, 075 | 3, 219, 933 |
| Inman | 22, 970 | 52, 403 | 60, 970 | 180, 740 | 87, 850 | 169, 560 |
| Anchor | 360 | 420 | 185, 900 | 574, 040 | 38, 470 | 52, 090 |
| Canadian American Steamship Company | | | | | | |
| Red Star | | | | | | |
| French | | | | | | |
| Netherlands Steam Navigation Company | | | | | | |
| Total | 138, 933 | 196, 465 | 10, 452, 055 | 20, 345, 031 | 5, 497, 640 | 8, 991, 296 |
| Increase compared with last fiscal year | | | 3, 072, 805 | 9, 163, 071 | 1, 545, 250 | 3, 671, 706 |

| Steamship lines. | Austria. | | Turkey. | |
|------------------------------------------------------|--------------------|--------------------|-----------------|--------------------|
| | Letters. | Papers, &c. | Letters. | Papers, &c. |
| | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> | <i>Grams.</i> |
| Cunard | 286, 860 | 641, 783 | 58, 770 | 703, 970 |
| White Star | 63, 835 | 93, 904 | 77, 065 | 1, 169, 344 |
| Liverpool and Great Western Steam Company | 616, 275 | 1, 672, 497 | 73, 090 | 883, 756 |
| Hamburg-American Packet Company | 437, 710 | 1, 194, 940 | 13, 785 | 223, 374 |
| North German Lloyd of Bremen | 830, 629 | 2, 586, 937 | 16, 850 | 227, 740 |
| Inman | 54, 490 | 122, 454 | 52, 560 | 849, 890 |
| Anchor | 41, 000 | 187, 440 | 8, 130 | 63, 220 |
| Canadian American Steamship Company | | | | |
| Red Star | | | | |
| French | | | | |
| Netherlands Steam Navigation Company | | | | |
| Total | 2, 380, 799 | 6, 490, 955 | 295, 250 | 4, 121, 294 |
| Increase compared with last fiscal year | | | 250, 850 | 3, 495, 014 |

RECAPITULATION.

| Countries. | Letters. | Papers, &c. |
|------------------------------------------------------|----------------------|----------------------|
| | <i>Grams.</i> | <i>Grams.</i> |
| Great Britain | 80, 115, 747 | 363, 249, 886 |
| Germany | 46, 076, 131 | 150, 738, 599 |
| France | 11, 108, 001 | 52, 234, 902 |
| Italy | 5, 085, 348 | 24, 976, 905 |
| Belgium | 1, 253, 497 | 5, 525, 498 |
| Denmark | 2, 459, 920 | 3, 925, 033 |
| Netherlands | 2, 395, 436 | 7, 077, 477 |
| Switzerland | 8, 157, 404 | 14, 891, 808 |
| Spain | 1, 131, 559 | 7, 819, 045 |
| Portugal | 138, 933 | 196, 465 |
| Sweden | 10, 452, 055 | 20, 345, 031 |
| Norway | 5, 497, 640 | 8, 991, 296 |
| Austria | 2, 330, 799 | 6, 490, 955 |
| Turkey | 295, 250 | 4, 121, 294 |
| Total | 171, 498, 320 | 670, 593, 194 |
| Increase compared with last fiscal year | 28, 615, 552 | 118, 484, 341 |

No. 18.—*Weight of letters, newspapers, &c., sent from the United States to countries and colonies (other than European) of the Universal Postal Union during the fiscal year ended June 30, 1882.*

| Countries. | Letters. | Newspapers, &c. |
|-----------------------------------------------|--------------|--------------------|
| | Grams. | Grams. |
| Cuba and Porto Rico | 4, 773, 161 | 27, 226, 796 |
| Mexico | 2, 698, 199 | 27, 177, 272 |
| United States of Colombia | 1, 138, 280 | 10, 865, 319 |
| Japan | 1, 006, 935 | 12, 452, 529 |
| Hong Kong | 746, 485 | 2, 085, 869 |
| Brazil | 744, 443 | 6, 578, 618 |
| Sandwich Islands | 588, 655 | 6, 000, 390 |
| Shanghai | 507, 725 | 4, 740, 150 |
| Jamaica | 428, 525 | 2, 292, 360 |
| Bermuda | 400, 090 | 2, 617, 090 |
| Chili | 311, 340 | 4, 586, 375 |
| Peru | 206, 500 | 5, 404, 303 |
| Newfoundland | 303, 266 | 3, 022, 636 |
| Haiti | 302, 960 | 2, 373, 500 |
| St. Thomas | 271, 506 | 2, 161, 050 |
| Venezuela | 256, 330 | 1, 762, 900 |
| Honduras | 196, 900 | 1, 724, 383 |
| Curacao | 178, 170 | 734, 034 |
| Trinidad | 154, 460 | 1, 051, 070 |
| Salvador | 154, 430 | 1, 458, 400 |
| Bahamas | 154, 192 | 1, 434, 947 |
| Ecuador | 154, 045 | 1, 247, 559 |
| Guatemala | 140, 125 | 2, 292, 445 |
| Argentine Republic | 129, 326 | 1, 517, 288 |
| Saint Domingo | 86, 480 | 1, 071, 280 |
| Uruguay | 61, 278 | 466, 353 |
| Windward Islands | 59, 680 | 604, 180 |
| Manila | 42, 255 | 106, 679 |
| Turk's Island | 34, 965 | 327, 900 |
| St. Pierre and Miquelon | 31, 010 | 294, 725 |
| Nicaragua | 14, 965 | 174, 800 |
| Martinique and Guadeloupe | 17, 870 | 119, 734 |
| Singapore | 9, 910 | 104, 254 |
| Java | 5, 830 | 21, 450 |
| New Caledonia | 4, 215 | 68, 679 |
| Saigon | 1, 695 | 7, 179 |
| Paraguay | 365 | 2, 639 |
| Total | 16, 430, 256 | 141, 632, 957 |
| Increase compared with last fiscal year | 4, 660, 080 | 52, 402, 387 |

No. 19.—*Number of letters exchanged between the United States and non-postal union countries during the fiscal year ended June 30, 1882.*

| Countries. | Received. | Sent. |
|-----------------------------------------------|-----------|----------|
| | Letters. | Letters. |
| Shanghai, China | 21, 397 | 46, 150 |
| Panama, Central America, &c | 40, 744 | 23, 216 |
| New Zealand, Australia, &c | 9, 718 | ..... |
| Guatemala | 1, 804 | ..... |
| British Columbia ..... | ..... | 17, 271 |
| Nova Scotia ..... | ..... | 6, 533 |
| Total | 73, 663 | 95, 169 |
| Decrease compared with last fiscal year | 147, 388 | 232, 986 |

All of which is respectfully submitted.

J. H. ELA,
Auditor.

Hon. T. O. HOWE,
Postmaster-General.

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